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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XVI.

CHICAGO, ILLINOIS, FEBRUARY 15, 1898.

No. 8.

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Excelsior Grain-Cleaning Machinery

CONSISTING OF THE

EXCELSIOR Dustless Warehouse and Elevator Separator,
EXCELSIOR Oat Clipper, EXCELSIOR Separator and Grader,
EXCELSIOR "Combined Grain Machine."

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Scales, Flexible Loading Spouts.
Corn Shellers, all kinds of FITTINGS,
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Elevator Equipments a Specialty.

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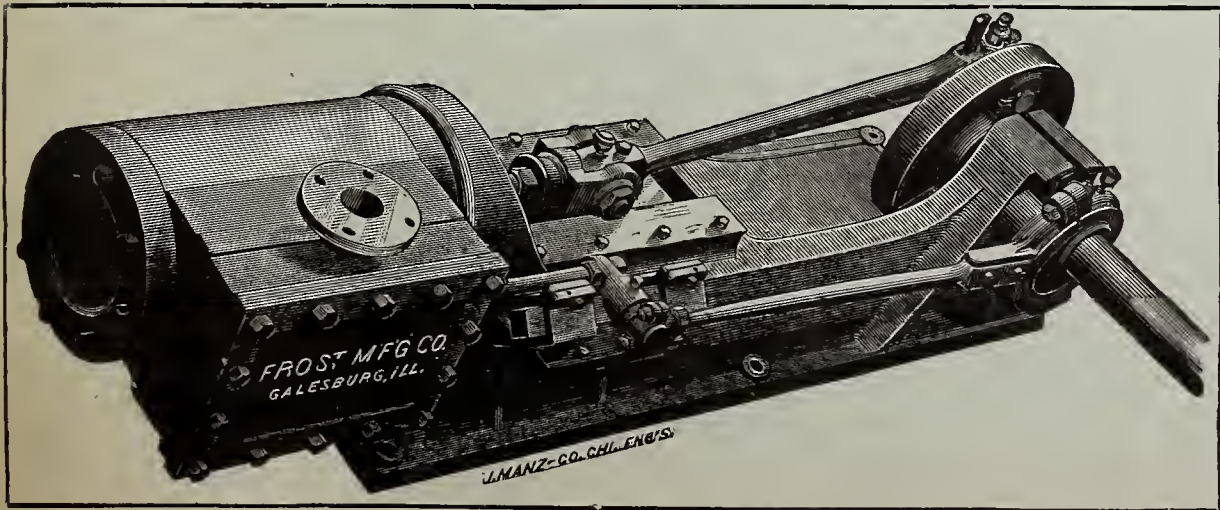
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ELEVATOR BOOTS
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Elevator Machinery
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ADDRESS
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THE PAINE-ELLIS GRAIN DRIER

Several Patents Pending. \$50 Reward for First Notice of Infringement.

NOTE THESE RESULTS:

No grade corn containing .07½ per ct. excess dampness dried and ventilated in 55 minutes.	No grade wheat containing .07¾ per ct. excess dampness dried and ventilated in 60 minutes.
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A GRAIN DRIER THAT WILL DRY.

OUR apparatus consists of a drying box or bin with alternate grain and air spaces arranged perpendicularly, and a steam coil and fan for driving hot and then cold air through the grain. Must and other odors are almost entirely eliminated by this process. The drier as well as the fan and steam coil are self-contained so that the entire apparatus can easily be set up and connected with a steam plant. We are prepared to furnish driers of 50, 100 and 200 bushels' capacity, and as they can, as a rule, be filled and emptied hourly, their capacity ranges from 1,200 to 4,800 bushels of dry grain in twenty-four hours. Larger driers will be constructed when required. The steam power required is about ten horse to every hundred bushels' capacity.

We will sell the apparatus at the cost of construction and charge a royalty for its operation; or will retain ownership and charge an increased royalty.

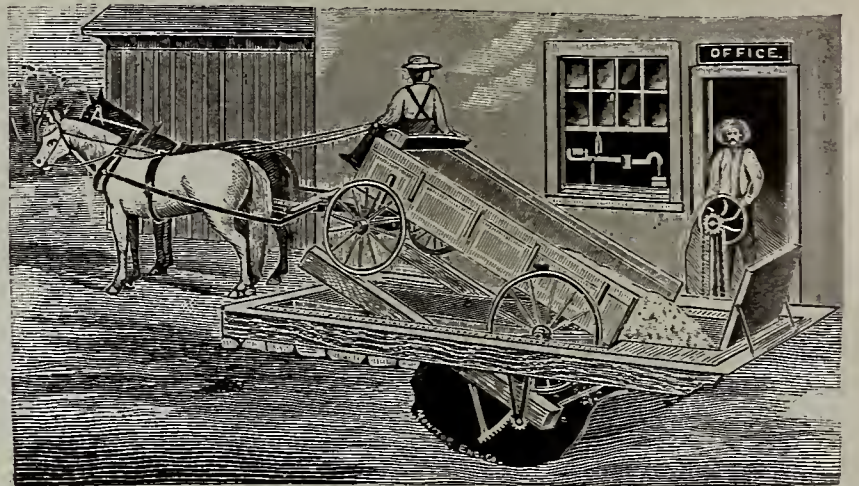
Every country elevator should be equipped with one of these driers so that grain may be sent to market in safe and salable condition.

For terms and further information write

PAINE-ELLIS GRAIN DRIER COMPANY,

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Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

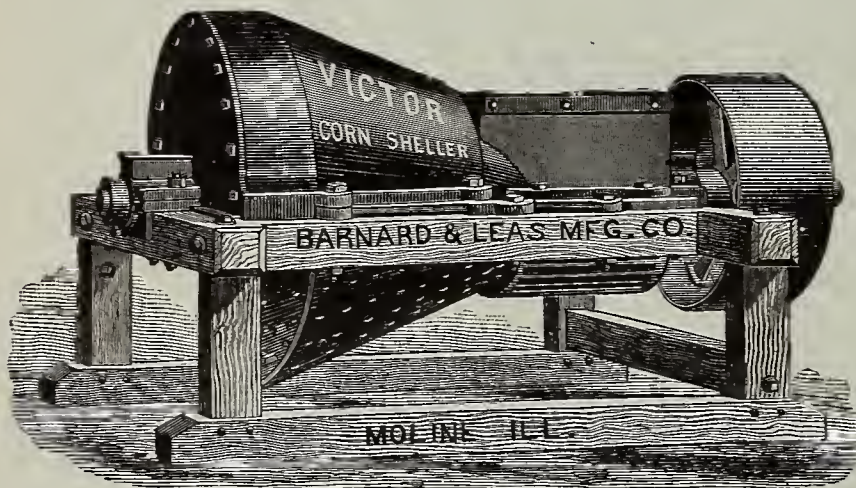
Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

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CORN, CORN, CORN.



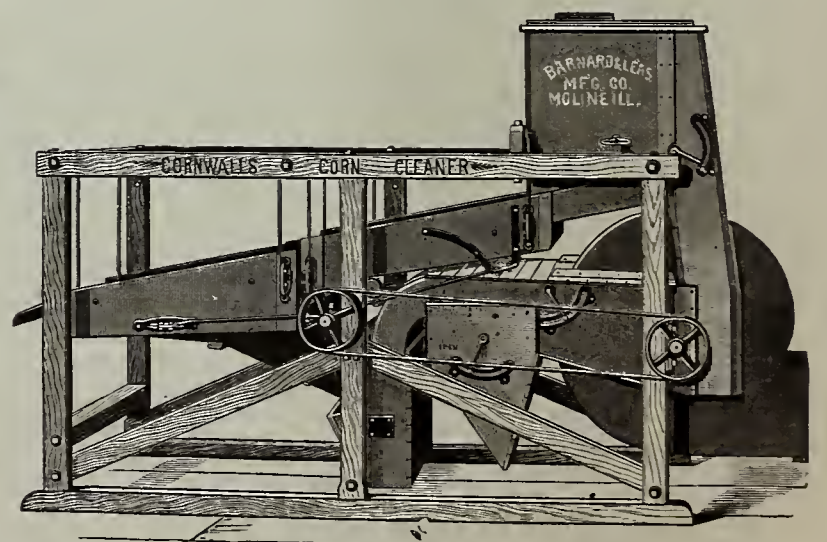
The best outfit for shelling it is the

VICTOR SHELLER,

And the best cleaner the

CORNWALL CORN CLEANER.

We guarantee them to clean the corn for market cleaner than any other outfit on earth.



Barnard's New Horizontal Adjustable Warehouse Scourer

IS THE BEST SCOURER IN USE.

Of Large Capacity. It is also the Best Oat Clipper in Use.

Write for further information to

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**WHEAT
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GRAIN ELEVATORS OF STEEL,

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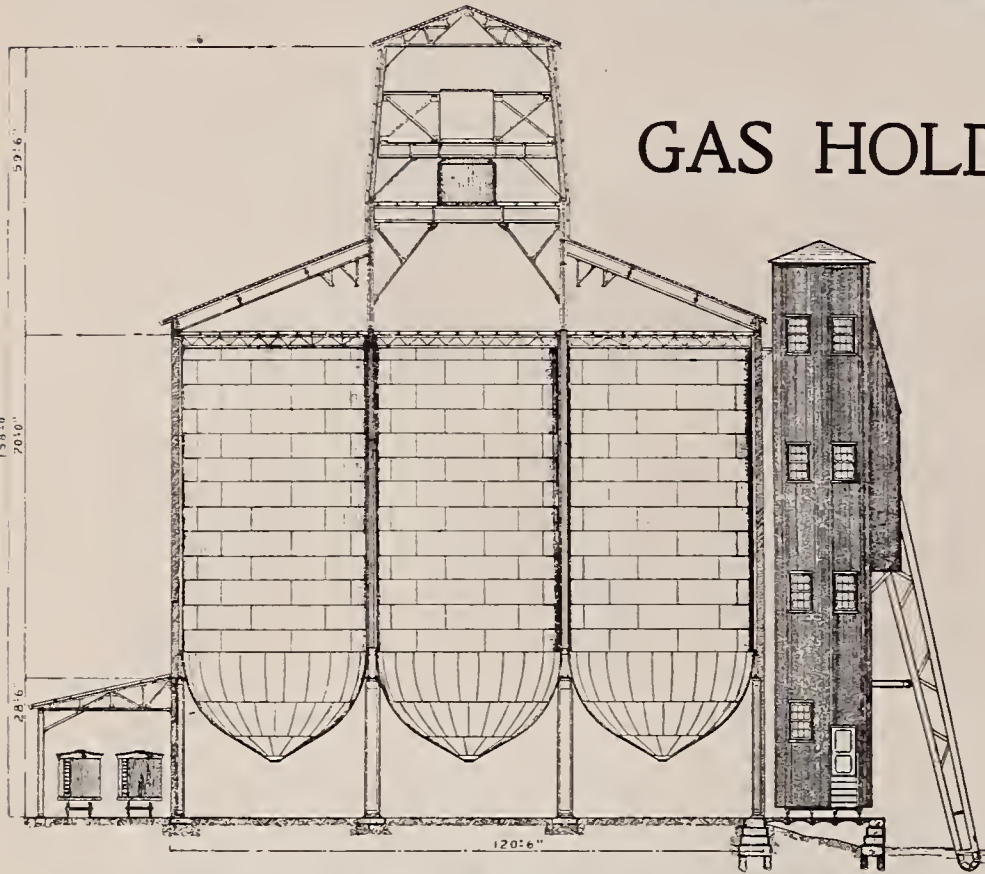
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STEEL BUILDINGS, STEEL STACKS AND

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Designed, Furnished and Erected
In All Parts of the World.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

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The Improved Eureka Oat Clipper



The best and strongest constructed Oat Clipper on the market. In offering this machine we know we have the latest and finest clipper, doing more and better work, than any other clipper on the market. We have adopted all the latest and most improved features for clipping oats. As a clipper the "Eureka" cannot be equaled.

The Eureka Warehouse and Elevator Separator,

The only practical and modern Elevator Separator on the market for handling grain. Has largest capacity. Will do better work than any other separator.

The Eureka Improved Double Receiving Separator.

This machine cannot be equaled by any other separator on the market in regard to capacity and for good work. We build our separators varying in capacity from 100 bushels per hour to 4,000 per hour.

AN IMPORTANT POINT.—We wish to state our machines are always first-class and no pains are spared in the construction of them to keep them in their place, namely: "The highest excellence."

FOR PRICES AND INFORMATION WRITE



THE S. HOWES COMPANY,

EUREKA WORKS.

SILVER CREEK, N. Y.

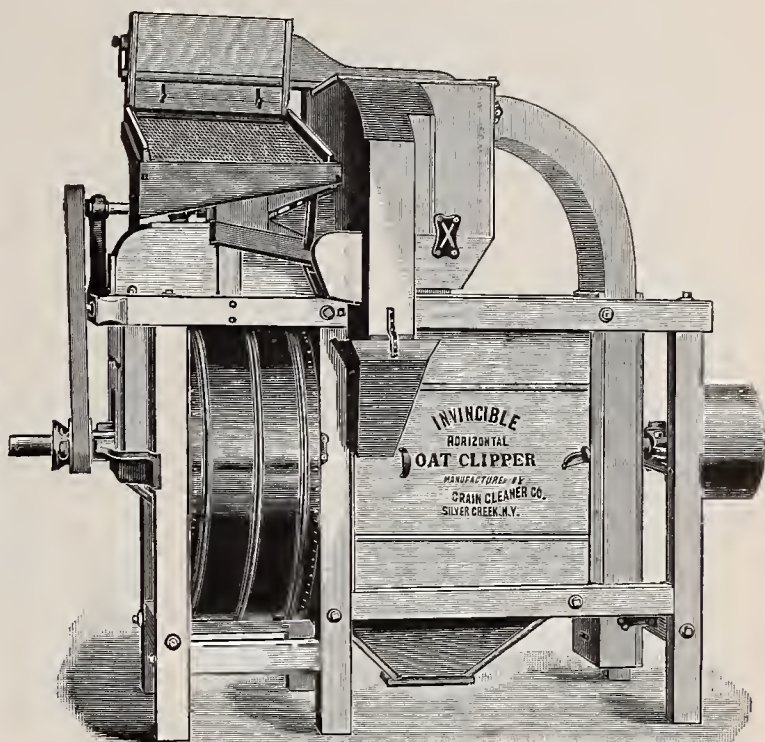


The Invincible Oat Clipper

It is the strongest and best constructed machine on the market. Will do more and better work with the least waste than any other. It contains many important features not found in any other clipper. It has been adopted by some of the most progressive handlers of oats and is pronounced by them superior to any other machine they have ever used.

By our PATENTED PROCESS of introducing air to the cylinder we remove instantly all loosened impurities and there is no chance for the dirt and stuff to lodge and choke.

If interested, we shall be pleased to supply you with a list of users. If you adopt the INVINCIBLE Oat Clipper you will have no trouble. WE POSITIVELY GUARANTEE IT THE BEST MADE and that you will get the best results from its use.

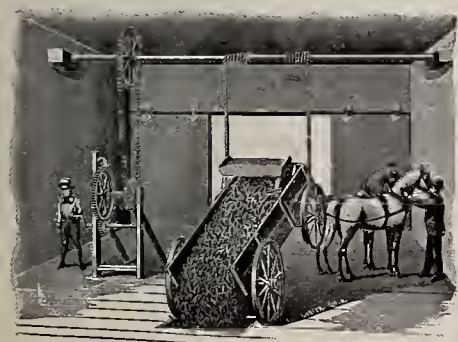


Invincible Grain Cleaner Co., INVINCIBLE WORKS, SILVER CREEK, N. Y.

Remember that we make Separators, the best in the market.

James L. Wheeler, Agent, Gore's Hotel, Chicago, Ill.

SMITH'S Automatic Warehouse and Elevator Machinery.

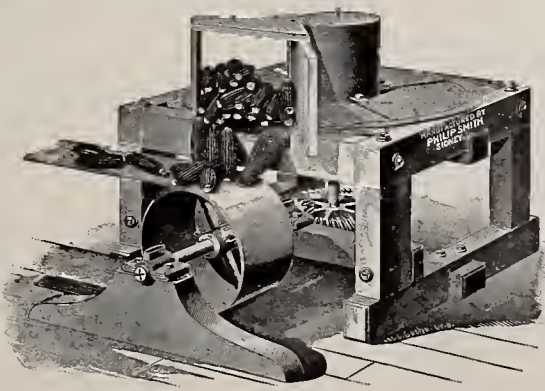


I have given the building of Warehouse and Elevator Machinery my special attention for the past thirty years and claim to furnish the most complete, convenient and labor saving machinery that can be constructed, and will furnish plans and specifications on application for a complete automatic warehouse.

The accompanying cut is an exact representation of my Latest Improved Overhead Dump, which can be operated with ease, safety and speed, and we think that you will find that this dump embodies all the features required, without an objectionable point, and is within the reach of all grain men. This dump can be placed on a level floor, and is so constructed by a double gear that it can be operated by a boy.

The Marquis Patent Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.



Agents Wanted to Sell Our Full Line of Corn and Elevator Machinery.

PHILIP SMITH,
SIDNEY, OHIO.

You Know McNear,

The "Grain King" of the Pacific Coast. He uses 23 of the

Needle Screen Gravity Separators.

READ WHAT HE SAYS ABOUT THEM:

GRAIN EXPORTER,
PORT COSTA MILLS
STARK MILLS
FLOUR.
PORT COSTA WAREHOUSE AND DOCK CO.
WHEATPORT WAREHOUSES.
UNION WAREHOUSES.

G. W. McNear,

326 California St.

San Francisco, Dec. 13, 1897.

Needle Screen Gravity Separator Co.,

224 California St., City.

Gentlemen:

The two machines that we have now in operation at our Port Costa and Wheatport mills give excellent satisfaction for the separation and grading of wheat and barley. They are especially good to make a uniform grade. We also use them for separating cheat and oats from both wheat and barley, and we take pleasure in recommending them to anyone needing cleaning machinery for such purposes, as they are operated with very little power.

Yours very truly,

G. W. McNear

It removes foul seeds, shrunken kernels, etc., from wheat, barley, corn, oats and rye better than is possible with any other machine.

It requires no power—set it under bin or elevator discharge and it does the work. A perfect machine for sizing wheat, barley, oats, beans and peas. Screens are positively self-cleaning. Has enormous capacity. You should know all about this money-making Separator and Grader.

THE NEEDLE SCREEN GRAVITY SEPARATOR CO.

Main Office: 224 California St., San Francisco, Cal.

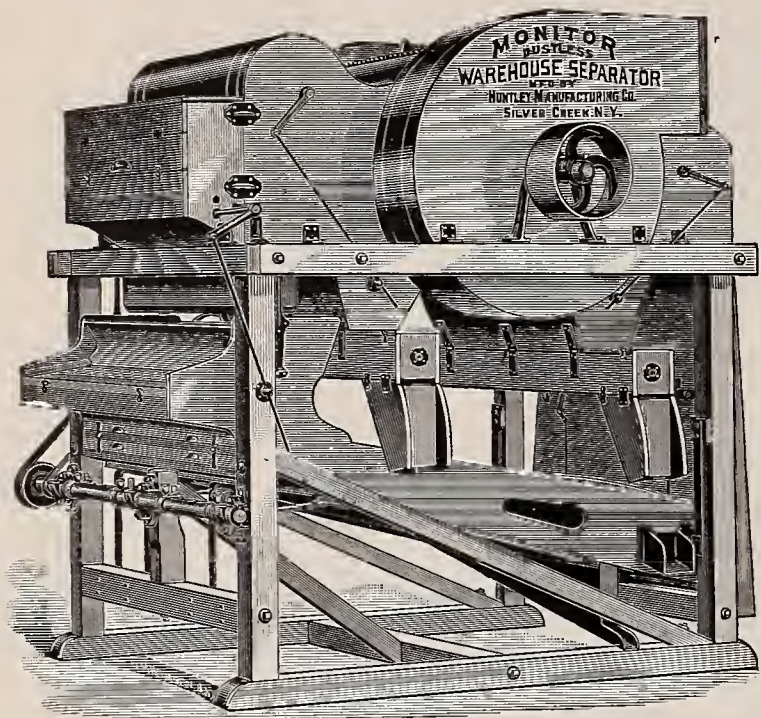
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STANDARD THE WORLD OVER.

Monitor Grain Cleaners, Monitor Oat Clippers.

THERE ARE MORE MONITOR MACHINES IN USE, IN THE LEADING MODERN CLEANING ELEVATORS, THAN ALL OTHER MAKES COMBINED.

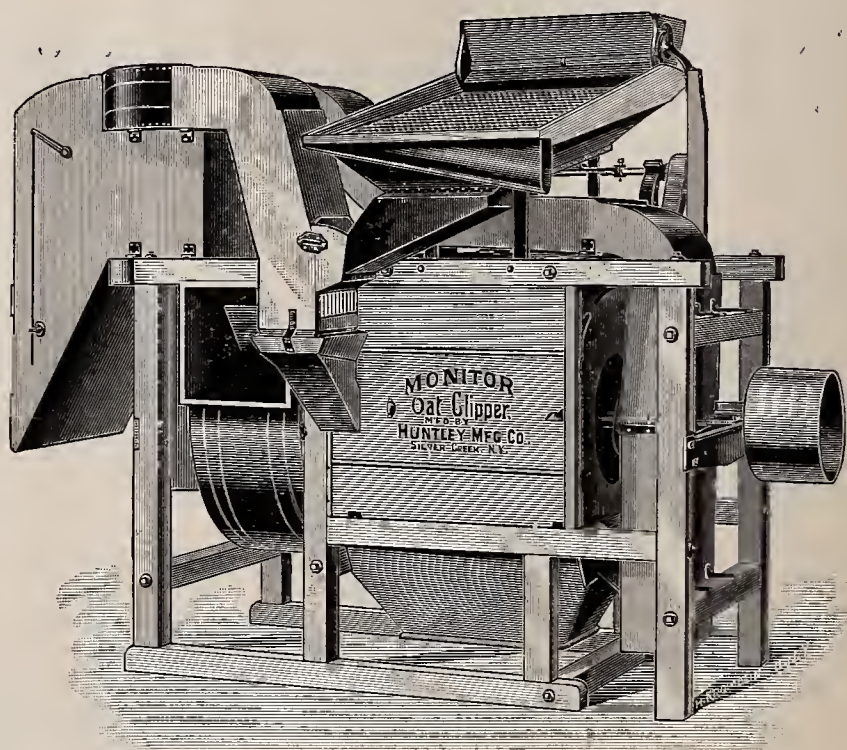


During the last six years all of the leading elevators built in the United States, with but two exceptions, adopted the "Monitor."

COMMENT IS UNNECESSARY.

THE MONITOR OAT CLIPPERS have taken their proper place—at the head.

The best constructed clipper made. More capacity and better work than any other. HIGH GRADE IN EVERY RESPECT.



HUNTLEY MFG. CO.

Silver Creek, N. Y.



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THE DIESEL MOTOR.

A paper describing a new motor, which was read at a recent meeting of the German Society of Mechanical Engineers of Cassel, is creating quite a stir among the gas engine manufacturers of Europe. Some of the advantages claimed for the engine are that the high degree of compression obtained insures a rapid and thorough combustion and a higher upper limit of temperature than is otherwise attainable. The fuel is burned gradually and not explosively, as the indicator cards show, and the combustion can be cut off almost as sharply and definitely as the pressure in a steam engine. The high-pressure gases are fully expanded in two cylinders to such an extent as to abstract nearly all the effective energy, so that the exhaust is quiet in operation.

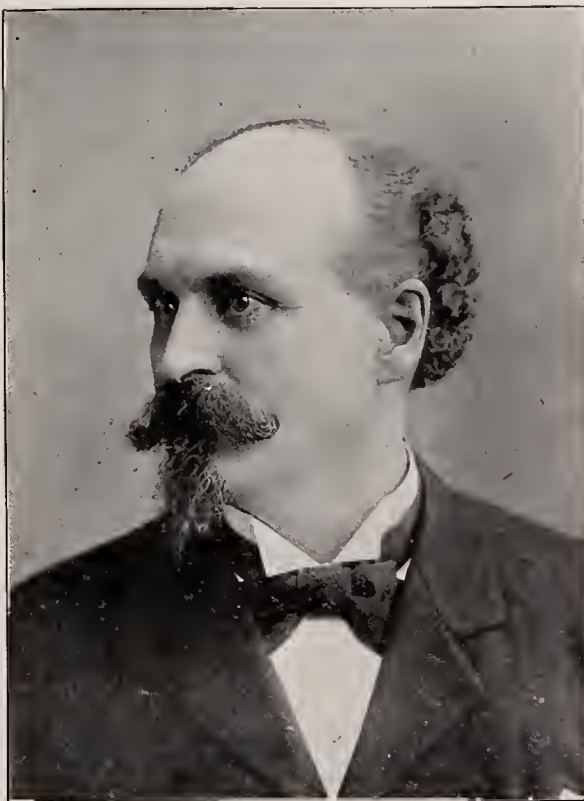
The motor is constructed along the lines of existing gas and petroleum engines, but differs from them radically. There is no explosion, but instead a definite combustion, and the fuel may be gas, oil or powdered coal. The fuel charge is not drawn into the cylinder with the air and there compressed with it; the air is given a preliminary compression, in two stages, to a much higher degree than is customary, reaching 500 pounds to the square inch. The final stage of this compression is attained in the first working cylinder, when the fuel is admitted, and is at once ignited by the heat of compression, no special igniting device being necessary. The combustion produces an increase of pressure which impels the piston, and at the end of the stroke the gases expand still further in a second cylinder, after which they are discharged into the air.

The general arrangement of the machine is as follows: Two vertical cylinders have between them a third larger cylinder. All three pistons are connected to one crank shaft, the smaller ones having coincident cranks, and the larger one being at 180 degrees from the other two. The large cylinder is double-acting, with stuffing box; the smaller ones have plungers. The lower end of the large cylinder acts as a preliminary air-compressor, feeding into a reservoir from which the smaller cylinders draw. The first small cylinder draws air from the reservoir, and compresses it to a point where it is hot enough to ignite the incoming petroleum or gas. The fuel is forced into the cylinder, combustion takes place and a power stroke is made. The exhaust is then made into the upper end of the larger middle cylinder, which acts as a low-pressure cylinder of a compound system, after which exhaust into the air is made. The second small cylinder acts precisely as the first, except that it is compressing when the first is making a power stroke,

and vice versa. The small cylinders make power strokes every other revolution, while the low-pressure cylinder makes a power stroke every revolution.

ZINA R. CARTER.

Zina R. Carter, the new president of the Chicago Board of Trade, was born in Jefferson County, New York, in 1846. He removed to Illinois in 1864 and located in Chicago in 1871, engaging in the grain



ZINA R. CARTER.

and grocery business. It was not long before he dropped the grocery department and confined his attention to building up a wholesale grain and feed business. His exclusive attention to this business was productive of good results, and a very extensive business was established. He became a member of the Chicago Board of Trade in 1873. During his connection with the Board he has served the regulation time with the Committee of Arbitration and the Committee of Appeals, besides serving three years as a director. He was elected second vice-president in 1896, and according to the established rule of the Board, became first vice-president one year later.

The election of Mr. Carter to the presidency of the Board of Trade of Chicago means a continuation of its present established policy. The bucket shops will be suppressed as far as possible, and the rules of the Board enforced. Mr. Carter has always been a popular member of the Board, and while his election meant in great part the continuation of the policy of the Board during Mr. Baker's administration, it was also a tribute of the regard in which he is held by his many friends.

SHIPPERS' RIGHTS.

In a recent address on the rights of shippers, the Hon. S. Wessels of the Michigan Railroad Commission took a decided stand on the side of the shipper and referred to the transportation problem as the most important one before the American public to-day. He said: Railroad and other transportation companies are given special privileges not accorded to other corporations and natural persons of the law. Among others, they are given the right of perpetual existence, with unlimited rights of succession. They are given the right of eminent domain with the power to take the property of others, of course by due process of law, but without the consent of the owner. They are given a monopoly in the widest sense of that term at all non-competitive points; while this springs partially from the nature of the business itself, it is the most valuable privilege from the point of view of revenue enjoyed by them. On account of the grant of unusual powers and of the rights accruing thereunder, and from the nature of their business, the state has reserved the right of control of those within its borders, and the general government has reserved to Congress the right to control commerce between the states and foreign nations passing over them. It is under the reserved powers by the state or general government over quasi-public corporations that the subject of transportation is regulated and controlled by them. The violations most complained of are:

1. Discrimination in rates between shippers.
2. Discrimination against non-competitive points.
3. Excessive demurrage charges.
4. Excessive switching charges.
5. Discrimination between shippers in favor of the larger shipper.
6. Unjust systems of rebates to favored shippers and favored connecting lines.
7. Excessive charges.
8. Discrimination in car distribution and other facilities against non-competitive points.
9. Arbitrary and unjust classifications.

There is another complaint, perhaps more serious

to certain communities than any of those above mentioned, which arises from a discrimination against one city as in favor of another, to such an extent that, in the language of a recent writer upon the subject, "cities have been moved about the map and geographical distance annihilated by the changes in freight tariffs."

In seeking for a remedy for the correction of abuses, the interstate commerce law has, in some cases, been a help, but in others has been a detriment to shippers. It is certainly objectionable because it is foreign to the shipper, not easy of approach at the great distance which he is located from the court. Few attorneys have familiarized themselves with the practice which obtains in it, but, beyond all this, the possible expense deters shippers from using it. Its jurisdiction is interstate and not state. In most cases the grievances complained of against transportation companies involve amounts too small to warrant the shipper spending much time in the courts over the matter. For these reasons and others, there has grown up an opinion, now becoming pretty well defined, that the states should individually, where it is not done, resume their right to regulate transportation in a manner fair and equitable to both parties in interest. On the one hand, the law should provide a rate for the companies that shall not be oppressive and thereby prevent successful operation of their lines. Indeed, the complaints received by me are not that the rates are excessive and unjust in themselves, but that they are only unjust and excessive because they are unequal and thereby render it difficult, if not impossible, for one shipper or one town to compete with another. On the other hand, the law should have a rate so uniform that shippers would cease clamoring for special rates and special privileges, and the company should be prohibited from granting them.

THE NEEDLE SCREEN GRAVITY SEPARATOR.

It is quite generally known that the methods of handling grain on our Pacific Coast differ materially from those in vogue east of the Rocky Mountains. In some instances the means they have adopted are original, and render them quite independent of the appliances employed in this section of the country.

There is one thing, however, that is universal in the grain trade, and that is the necessity of thoroughly removing from the various grains the shrunken kernels, wild oats, chaff, and other seeds and impurities. It may be added also that the desire to do this with the least possible expenditure of power and waste of good grain is no less prevalent.

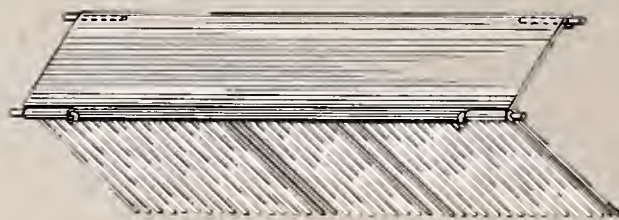
A simple and somewhat novel machine for this purpose has been in use on the coast for the past two or three years. It is known as the Needle Screen Gravity Separator. A cut of this machine—if it can be called such, for it has no moving parts—is given herewith. As ordinarily made, it is about 12 feet high, but can be made longer or shorter to suit different locations and requirements.

It is a vertical iron lined spout, about 12x17 inches, in which are placed two series of canting screens—not ordinary screens, but constructed of needle steel wires, set parallel and securely fastened at one end, leaving the other end free, and set in such position to each other that the grain is dashed by its own gravity from screen to screen. This impact of grain causes the free end of the needles to vibrate, thus effectually preventing clogging, and at the same time forcing through the spaces any particles smaller than the space. A cut of one of the screens is shown on this page.

Grain is fed to the separator at the top, passing down from screen to screen, discharging separated from the bottom. A thorough separation is made, because the position of the kernels to each other is constantly changing as they pass from screen to screen, thus bringing the smaller particles in contact with the spaces between the wires through which they drop. The separation is positive; particles larger than the spaces in the screens pass over, while those smaller pass through.

The separator is placed for use under a bin or

the discharge of an elevator, and requires only the power necessary to deliver the grain to the head of the machine. This fact should appeal alike to the country and commercial elevator owner, as power generally costs money. Aside from the use of this machine as a separator it is recommended especially as a grader for sizing barley, oats, corn, beans and peas. Its capacity varies with the different grains,

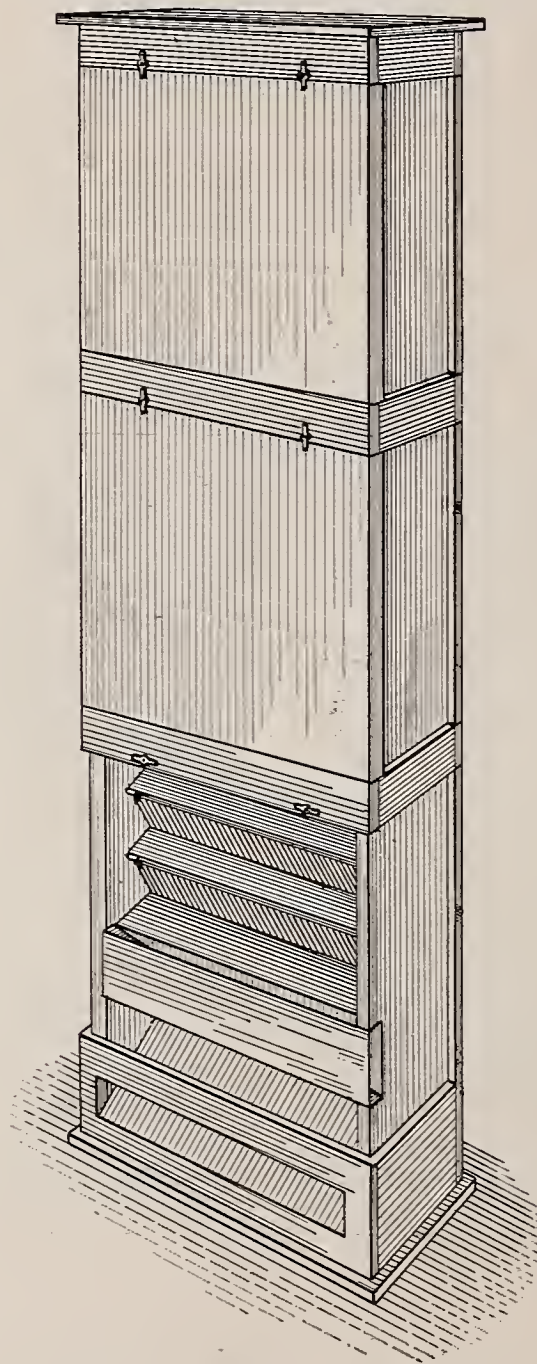


NEEDLE SCREEN FOR GRAVITY SEPARATOR.

but may be said to range from 200 to 250 bushels per hour.

The Needle Screen Gravity Separator has quietly made its way into nearly all the large mills and grain warehouses on the Pacific Coast. An idea of the extent of its use may be had from the statement made by its manufacturer, the Needle Screen Gravity Grain Separator Co. of San Francisco, that three-fourths of the barley exported from California in 1897 passed through these machines.

Mr. Robert W. Jessup, of the company mentioned



THE NEEDLE SCREEN GRAVITY SEPARATOR

above, is now in this section of the country for the purpose of introducing the machine to the trade generally. His headquarters are at the Wyoming Hotel, Chicago, where requests addressed for further information will doubtless receive prompt attention.

A cob pipe factory capable of turning out 5,000 pipes a day will be started in Evansville, Ind. Hard, large cobs only are used, and an attractive premium is paid for them.

OWNERSHIP IN GRAIN IN STORE; LIABILITY FOR LOSS BY FIRE.

BY J. L. ROSENBERGER.

The recent decision of the Appellate Court of Indiana in the case of Drudge against Leiter, briefly mentioned in "Court Decisions," this number, deserves further notice since a full report is now made public in the advance sheets of 49 Northeastern Reporter, pp. 34-38. First of all, the court holds that a receipt for a certain number "of bushels of wheat in store, subject to our charges. Fire at owner's risk," constitutes what is called a contract of bailment. Then, after discussing certain points of pleading and practice, and reviewing a number of decisions, the court makes the following important statements:

Comparing and harmonizing these authorities, it may be concluded that such receipts as that above mentioned may be construed by adopting the meaning of their own terms, as explained by commercial usage, and that when a warehouseman is engaged in the business of receiving grain in store, and mingling the grain received from depositors in common receptacles with his own grain, or that received in store from other depositors, and it is a part of his business to sell and ship the grain so stored, the various owners of the grain so stored, including the warehouseman, if any of his own grain be so mingled, and all the various depositors are tenants in common of the entire quantity of the commingled grain. Such a depositor, who has received such a receipt as that above set out, is the owner of an undivided portion of the grain, not only while his own grain is actually present in the common store, but his title as tenant in common would continue though his identical grain has been sold in the course of trade by the warehouseman, while any grain so deposited by any of the various depositors remains in store, unless the holder of the receipt has received back his wheat, or a like quantity of wheat of the same kind and quality, or has otherwise parted with his ownership.

If, at a given time, there be in the common receptacle as much wheat as all such owners have deposited, so that all of them could find there the same quantity of wheat that they deposited, of the same kind and quality, then each would own in said receptacle the quantity deposited by him; but if, at any time, the whole mass were less than the aggregate deposits, then all the depositors or tenants in common would together own all the grain, but each depositor would have an undivided share, less than the quantity deposited by him, being such proportion of the grain remaining in store as his deposit would bear to the aggregate of the other deposits. If at a time when there was not enough grain in the warehouse to satisfy full demands of all depositors, the warehouse and its contents were destroyed by fire without the fault of the warehouseman, while he would not be responsible for such loss, he would be responsible for the conversion of such a quantity of wheat as he had sold which was not represented by wheat so destroyed.

This seems to be but simple justice, interposes the court, which then continues: If at the time of the fire here in question there was not in store enough wheat to have satisfied demands under receipts of all depositors, the entire quantity deposited by the plaintiff, Francis M. Drudge, was not so destroyed, but only his individual share remaining in the warehouse, which would be less than the quantity represented by his storage receipt, and the defendants, Leiter & Petersen, would be bound to reimburse him for their sale and conversion of a quantity sufficient, when added to his individual share of the destroyed wheat, to equal the quantity represented by the receipt which they gave him. To such an extent he would be damaged, within the meaning of the Indiana statute of March 25, 1879, which provides that no warehouseman or other person shall sell, or incumber, ship, transfer, or in any manner remove beyond his immediate control any goods, wares, merchandise, produce, commodity, property, or chattel for which a receipt or voucher shall have been given, without the written consent of the per-

son holding and producing such receipt, and every person aggrieved by a violation of any of the provisions of this act shall have and maintain an action against the person, company or corporation violating the same, to recover all damages, immediate, consequent and legal, which he may have sustained by reason of such violation as aforesaid, whether such person may have been convicted criminally or not.

THE ERIE TRANSFER ELEVATOR AT CHICAGO.

Standing in the Erie Railroad yards at Chicago, deserted and in idleness, is the last of the grain transfer cars to be used in Chicago. Western shippers and Eastern buyers for once have just cause to

riers. At present the charge for clipping oats is $\frac{7}{8}$ of a cent, cleaning oats $\frac{3}{4}$ of a cent. The charge for cleaning other grains varies. Some of the best work in the city has been turned out there, and a number of cars have been clipped in transit for the country shippers.

The elevator is about 36 feet wide and 120 feet long. Its cellar has a concrete floor, which keeps it perfectly dry. The receiving track runs through the house on the west side; one shipping track is on the east side of the house, and the cars on it are partially protected by the dust room, which is built on to this side of the house just off from the cleaner floor, and the full length of the house. On the first floor are 6 Metcalf Bifurcated Loading Spouts, a Webster Car Puller, which has pulled 50 cars of corn, and the spools for taking up the slack rope of

dust from the collectors is dropped to a 10-inch screw conveyor, which conveys it to the end of the house near the boiler room, where it is drawn through a pipe to a 36-inch fan on the cleaner floor, and then sent to the boiler furnaces. The dust house is about 12x20x120 feet, and has ventilating louvers at each end. Rope transmission is used exclusively, and power is received and taken from the line shaft by means of ropes, each drive being provided with a tension carriage.

The next story is occupied by the 29 bins, the stairway and the rope drive up to the shaft on the garner floor. The spout story contains six Mayo Distributing Spouts, and the head of the screenings elevator, which spouts to two bins. These spouts receive the grain from the scale hoppers on the floor above, and deliver it to any of the bins within its reach.

In the scale story are six 72,000-pound Fairbanks Scales arranged to work in pairs. Levers are provided for turning grain into and out of the scale hoppers. There is a glass window in each hopper, so the weighman can see what kind of grain he is weighing, and a door so the grain can be sampled. The scale beams are equipped with recording attachments which record upon paper inserted, the amount shown by the poise and by the beam. Speaking tubes, signal bells, a steam heated office, and a message chute are provided for the convenience of the weighman. E. C. Rose is weighman for the Interstate Elevator Co., and W. F. Friedeman for the Board of Trade.

The next story contains six 1,400-bushel garners, and a line shaft running the full length of the building. This line shaft is driven by a 15-stand continuous rope drive, and drives from different sheaves upon the large sheaves upon each of the elevator heads.

On the top floor are the heads of the six elevators with Metcalf Switch Valves to turn the grain from each leg to either of two garners.

On each floor, at each end of the house, is a watchman's electric time detector box, two sections of 50 feet of fire hose attached to a 3-inch standpipe, also electric lights, and two pneumatic sweeps. All of the shafting, pulleys, elevator buckets and supplies were made by the Webster Mfg. Co.

A brick engine and boiler room 22x68 feet adjoins the elevator on the north. The engine room contains two 16 $\frac{1}{2}$ x27 twin Buckeye Engines, a 6x6 engine connected direct to a 160-light dynamo, a Fairbanks-Morse Fire Pump of 250 gallons per minute capacity, connected direct to city water main by a 6-inch pipe. The boiler room contains 3 upright boilers of 125 horse power each, 1 open heater, 1 injector, and 1 Fairbanks-Morse Feed Pump. The elevator was designed and constructed by John S. Metcalf & Co., elevator architects and engineers of Chicago.

The house is operated under the management of Chas. W. Austin, the superintendent. Foreman Wm. Tweedale, who has an office adjacent to the south end of the elevator, was formerly connected with the Minnesota Elevator.

The elevator is well constructed, conveniently arranged and well lighted. The operators are well pleased with it and praise its work freely. It is slightly handicapped at present by having crooked tracks leading to and from it, but these will probably be straightened soon.

A dealer in coarse grains of Montreal has been trying to find out why the price of rye has not followed wheat. It is not due to any reduction in the consumption of rye whisky, but may be occasioned by a substitution of low grade flour and dirt for rye flour. The consumers of what is called "rye bread" are still numerous.

The San Francisco Call charges the State Board of Prison Directors, who manage the sale of the jute bags made in the state penitentiary at San Quentin, with manipulating the market in favor of speculators and large dealers. The charge may be prompted by political motives; if so, it is a good reason why the state should cease making grain bags. Put the prisoners to work on the roads.



THE ERIE TRANSFER ELEVATOR AT CHICAGO.

thank the Erie Railroad Company for its enterprise. Although it was slow in discarding the old-style transfer car with its unreliable weights, the company now has a modern transfer elevator capable of transferring 75 cars of corn in ten hours, and has storage capacity for 100,000 bushels.

The elevator was built last fall by the Erie Railroad Company, and leased to the Interstate Elevator Co., of which D. D. Allerton, New York, is president. The company transfers grain, clips oats, cleans grain and makes a specialty of mixing grain, as it has excellent facilities for mixing. Its twenty small bins are so arranged that two can be spouted to each clipper or cleaner, and the grain can be mixed while it is being clipped or cleaned. The nine large bins are so arranged that three will feed together. The grain from each of these sets of three large bins, and also from the smaller ones can be spouted to a large gathering hopper in cleaner floor, and then spouted by a flexible spout to either a shipping or a receiving leg. The charge for transferring is absorbed by the car-

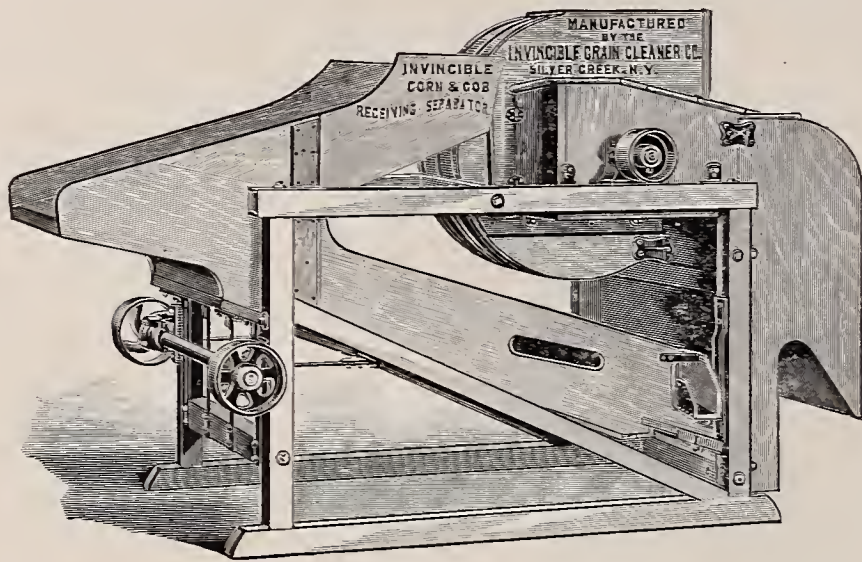
puller. Each of the three large receiving sinks contains a receiving leg, and also a shipping leg boot, the shipping leg boots being inclosed. The receiving legs have an elevating capacity of 8,000 bushels an hour, and the shipping legs 6,000 bushels an hour. At each sink is a pair of Clark Power Shovels. In the first story, extending from the floor to the ceiling, are six garners of 1,000 bushels' capacity. The shipping track on the west side of the house is protected by a hanging shed.

The second story is given up to the cleaners, clippers and a line shaft which extends the full length of the building. In this story are 4 No. 9 Monitor Oat Clippers of 1,000 bushels' capacity, and 2 No. 8 Monitor Separators of 1,000 bushels' capacity. The screenings from each machine are dropped to a 9-inch screw conveyor, which runs under all the machines and carries them to the screenings leg in the middle of the house. The dust and dirt from the machines are exhausted to six large dust collectors in the dust room, which is built onto the east side of the house just off from this story. The

THE INVINCIBLE CORN AND COB SEPARATOR AND CLEANER.

Many grain dealers and shippers shell their corn, or receive it just as it comes from the shellers, and they require a machine to separate the broken cobs from the corn and put it in a marketable condition. Recognizing this need, and with a view to meeting it, the Invincible Grain Cleaner Co. has brought out a machine for this purpose, a cut of which we give on this page.

The corn, containing pieces of cobs, husks, etc., is received at the head of the long scalper, which



INVINCIBLE CORN AND COB SEPARATOR.

is fitted with steel sieves, having the proper perforations to throw off the cobs and silks, and allow the corn to pass through. This sieve is peculiarly adapted for doing this work in a thoroughly efficient manner. The cobs and silks passing over the scalping sieve can be spouted away as desired, while the corn falls onto the main sieve. This sieve tails off the remaining small pieces of cobs, silks, and other refuse matter, and the corn passes through onto a sand screen through which seeds and other matter smaller than the corn is passed.

The corn tails over the sand screen and enters a leg having a strong suction, which removes all dust and light particles, and the corn is then delivered from the machine perfectly clean and ready for the market.

Strong claims are made for the Invincible Corn and Cob Separator and Cleaner, and it is sold under a guarantee that it will fulfill these claims. Full particulars, with prices and terms, can be had of the Invincible Grain Cleaner Co., Silver Creek, N. Y.

THE GREATEST PRIMARY WHEAT MARKET.

The interior railroad terminals which are important grain centers are often referred to as primary markets, but in reality they are not, as most of the grain received has been marketed before at some country grain market. In the older and more densely populated districts no primary market draws grain from an extensive territory, hence its receipts are not unusually large.

South Dakota has a little town of about 1,000 inhabitants, which has long claimed the banner as a primary wheat market. Its large grain receipts have been the wonder of many country buyers, who often wish they lived in such a town. It seems that nearly every man in town is connected in some way with the grain business, and, no doubt, the first man to go into business there was a country grain buyer in search of the grain buyer's paradise, for it is called Eureka, meaning, "I have found it." It is the county seat of McPherson County, one of the northern tier of counties, which has many farms, and but six small villages.

The illustration given herewith shows a group of the men engaged in the grain business at Eureka, with Chas. Pfeffer, the energetic miller, grain dealer and bank president, seated about the middle of the front row. Among the grain dealers of Eureka having elevators and warehouses are the following

firms: G. S. Walker & Co., N. W. Grain Co., Eureka Grain Co., John Suhr & Co., C. Doering & Co., Eureka Bazaar Elevator Co., John Ell & Co., G. S. Walker, Daniel Mettler, Geo. Bippus, Hoff & Bauer, Renz, Schmidt & Co., McPherson Grain Co., Kennedy Bros., Fischer & Schall, Doyle & Blesener, J. F. Wilson, E. Bach Elevator Co., Arthur Leu & Co., John & Rochus Elevator, Guhin Fuel Co., Robb Bros., Bauer & Siegle, Aug. Pein, Regan, Hooper & Newell, Jos. Senger, Wolf & Fischer, Isaak, Wolf & Co., F. Frankhauser.

With so many firms engaged in the grain business it is natural that much grain should be attracted

to the town. During the crop year, Aug. 1, 1896, to July 31, 1897, 1,673 cars of wheat and flax were shipped out. The town has but one outlet, the James River Division of the C., M. & St. P. R. R. During the five last months of 1897 the shipments from Eureka passed all previous records, 1,402 cars of wheat and 175 cars of flaxseed being shipped. At a low estimate of 650 bushels to the car the total quantity would be 1,025,050 bushels. In addition to this enormous amount of grain, the little town shipped during the year 1897 187 cars of cattle, 48 cars of hogs, 26 cars of sheep, and considerable wool, butter and eggs. The farmers of the territory tributary to Eureka are Russians, and somewhat slow in adopting the American plan of



THE GRAIN DEALERS OF EUREKA, SOUTH DAKOTA.

diversified farming, but it is said they are drifting that way, so in the near future Eureka's shipments may include a greater variety of produce, and Eureka be the greatest primary market for other products of the soil as well as wheat.

Frank C. Quinn of Peoria recently addressed a large gathering of farmers in a schoolhouse near Center, Tazewell County, Illinois, on the iniquities of the Illinois Grain Dealers' Association and the trials of the farmers. As a result the farmers have incorporated and will build an elevator. It is a fair proposition that a receiver who encourages shipments by irregular shippers cannot expect to be patronized by the regular shippers.

HOW SHALL THE GRAIN DEALERS BEST PROTECT THEIR INTERESTS?

[From a paper read by H. Work, of Ellsworth, Kansas, before the Kansas Grain Dealers' Association.]

In treating of this subject I will, in an informal manner, try to present a few practical ideas that have impressed me in my experience in the grain business. As to the remedies of the evils they are mere suggestions, and as to their practicability I am not fully assured at this time. I know of no better way of protecting our interests than by becoming members of this Association and acting in unity in the correction of the existing evils of the trade. In fact, to my mind, unity will be found to be the secret of success.

Undoubtedly you all have heard expressions to the effect that of all the occupations followed by man, none of them contains more fools than the grain business. I do not accuse any member here of being of this class, yet we must admit there is too much truth in the above statement, and to this one fact I lay the cause of our trouble. By this I mean that on account of our bickerings and petty jealousies we defeat united effort in any direction, and all are left to the tender mercies of what other people see fit to grant us voluntarily, without being able to demand our rights. Heretofore we have been a divided house which cannot stand. United we could demand and obtain our rights. Other lines of business have their associations and unions, and make them a power that is felt in the demands for their rights. Is there anyone here who will deny that if three-fourths or two-thirds of the grain dealers of this state were united in a well managed association they could not remedy many of the existing evils?

Probably the most serious evil that exists to-day in the grain trade is the matter of destination weights. We all know of this evil, but how to remedy same I will not pretend to say. First, through our Association, let us insist upon railroad companies furnishing cars in proper condition to hold grain. Second, let each shipper see that his cars are properly coopered before loading. Third, see that same is carefully weighed into the car, and that without waste. I would favor the placing of a large card upon each grain door or outside door

reading something like this: From (shipper's name) this car (giving number) is consigned to (giving name), contains so many pounds of (giving kind of grain). I would then request the chief grain inspector to instruct all of his deputies as follows: To make special note if car shows signs of having leaked or grain being stolen. Also report the number of car seals on inspection certificate. I would also request all elevator companies to instruct their superintendents as follows: If a discrepancy of weight from that mentioned on placard is found upon being weighed, the elevator superintendent is instructed to telephone his office or consignee of this fact, which will enable them to investigate at once. Also that all numbers of seals on each car arriving

at elevator be reported on the weighmaster's certificate of weight.

Some say, hold the railroad companies responsible for these losses; but this has been tried without success. I believe if we could have track scale weights at the various elevators with a change of weighmasters from one elevator to another every two weeks, it would be a great improvement over the present system. Or again, if the weighing of all grain could be placed under the control of some committee or association like the Western Weighing,



ORIGINAL TYPE OF MAIZE.

Association, I believe it would be the most practical solution of this matter. There are, however, two serious obstacles to this plan. The first would be to compel elevators to accept such weights, and second, we would be compelled to have track scales in the vicinity of each elevator in order to weigh the empty cars back, or else use the elevator scales, and if the latter, would we be any better off than under the first plan mentioned?

Our secretary informed me some time ago that the practice of elevators taking 100 pounds as allowance had been discontinued in the state of Kansas. I notice, however, that at some places the practice still continues. Unless I am misinformed this practice has been discontinued through the efforts of our secretary.

The subject of inspection is probably regarded by many as one of the evils of the day. A few weeks ago I had occasion to follow one of the inspectors in the examination of 15 to 20 cars of grain, and so far as I could see, he was very liberal in his inspections, and if he had any doubt, I believe the benefit of it was given to the shipper. In the early part of the year I had an idea I was not getting justice from this department, but upon careful examination I found too many shippers endeavored to see how much they could make their wheat test in order to show up a favorable report, instead of seeing how light it would test. There is a vast difference between the two extremes. If you do not believe it, try it.

Many will doubtless expect me to say something regarding railroad rates. To those permit me to say that while I believe there is plenty of work in that direction for us, I believe at the present time this matter is too much for us to cope with, at least single handed. Let us wait until we become a little stronger.

One of the most serious evils of the day to my mind, and one hardest to remedy, is illegitimate competition. By this I mean the man who has no capital, and no investment excepting a scoop shovel and an unlimited amount of bluff. He pays no railroad leases, and seldom, if ever, any taxes or

other licenses for the privilege of doing business, yet he can start up in the grain business and get all the privileges of a man with capital, who has spent the best years of his life in the business. The man with the scoop shovel has the advantage, which is neither fair nor right. He has nothing to lose, and can go into some other occupation in dull years. Not so with the regular dealer, for, as a rule, he has his all invested in expensive plants. He cannot draw out in dull years, and must close the plants or operate them to the best advantage possible. How to deal with this class, I do not know, unless it is through the Association. By all the legitimate dealers in a town becoming members of our Association, and by working in perfect harmony, I believe we can do much toward suppressing this class of dealers. Ways to do this would suggest themselves, as no one plan would prove effective in all cases. In fact, probably each case would have to be treated differently. I also believe the better class of commission merchants will help us to a great extent by refusing consignments from this class of dealers, as they are not desirable customers. I also believe that most railroad companies would help us in this matter if they were approached rightly. While they probably would not openly refuse cars to this class of shippers, yet it would be to their interest, when cars are scarce, to give the elevator men, who can load several cars per day, the preference. The track man frequently keeps his car on track two or three days in loading. As we are annoyed most with this class of dealers during the busiest season, we could, by this arrangement, in a great measure, handicap them, and, no doubt, in many instances, drive them out of the business. Should we have another good crop this year, of which there is every prospect at this time, I look for the country to be swamped with this class of shippers, and it behooves us to take some action to protect ourselves.

There is one other matter regarding local conditions, and that is the strife among the dealers of a town, each anxious to do all the business. I respect a man who is energetic and anxious to succeed in any line of business, but where one man seeks and tries to do all the business of a town he naturally has to pay more for his grain than his competitor.

times when you are getting more than your share, lower your offers somewhat, or take the more desirable lots offered. When your competitor sees that you are willing to share with him he will return the compliment. Is it not better to handle one-third or one-half the amount of the grain on a reasonable margin than to attempt to handle all and lose? By being satisfied with your share you will save yourself annoyance, make more money, and I believe your patrons will also be better satisfied.

ORIGINAL TYPE OF INDIAN CORN.

We are indebted to J. M. Mattingly of Hartford, Ky., for an ear of peculiar Indian corn, a photographic reproduction of the lower part of which is given in this column. Each grain of corn is enveloped in an individual husk, as shown in the engraving, and the whole is covered with the outside shuck, as in ordinary varieties. The outside shuck was removed before the engraving was made, so as to show the peculiar individual husk. Mr. Mattingly says that some of this corn was raised in his vicinity last year and asks our opinion as to what it is. This is what has been called Oregon corn. Botanists we believe, regard it as the original type of Indian corn. The cob is very small and the whole ear lacks the plumpness and perfection of ordinary cultivated corn. When cultivated for a series of years with other corn, the cob becomes larger and the individual husk disappears. What makes it probable that this is the original type of Indian corn, is the fact that one can generally find, in husking a field of corn, ears which seem to revert to this type.

RYAN & HARTY'S ELEVATOR AT WYOMING, ILL.

A typical and rather handsome elevator is that of Ryan & Harty at Wyoming, Ill., figured on this page. The house is 24 feet wide by 52 feet long and is 65 feet high, above ground. The capacity of the building is 45,000 bushels. The power is furnished by a 5½-horse power Fairbanks Charter Gasoline Engine.

There are two patent dumps for receiving grain.



RYAN & HARTY'S ELEVATOR AT WYOMING, ILL.

There is no man in the grain business but what has some friends, and in order to get that man's trade you must bid up for it. He bids up more than he otherwise would, and the result is, that both parties often pay more for grain than they can get for it. This is continued until one of them must succumb or until both become tired out; in either case both suffer financial loss. No one man in competition with several others can handle all the grain of a town without losing money. I would, therefore, suggest that we seek to educate our members to deal fairly by one another, each to take his share of the trade and be satisfied. It will not be necessary for you to drive away your own trade to do this; at

The bins are cribbed up with sized hemlock, of which 65,000 feet were required; and about 120,000 feet of lumber were required for the whole structure, which is solidly and substantially built. It is on the track of the Rushville Division of the C., B. & Q. Railroad and occupies an excellent location for doing its full share of the grain business. The firm also handles farming implements and wagons.

A Baltimore firm has had a very satisfactory trade in rye with Norway recently. Rye has been so much cheaper than wheat recently that the friends of black bread expected to see a large increase in the rye exports, but in vain.

GRAIN EXCHANGE BROKERS IN RUSSIA.

If Russia's regulations of her grain exchange brokers were suddenly enforced here we would have a revolution. There are but fifteen brokers at the grain exchange of St. Petersburg, and all are elected by the Grain Exchange Society and confirmed by the Department of Trade. A person wishing to be an exchange broker must file a petition with the grain exchange committee with the following proofs: That he is a Russian subject, that he is



EDWARD M. ASHLEY.

not less than 25 years old, that he is a member of the grain exchange, and in case he went through bankruptcy, to present a certificate that his bankruptcy was acknowledged by the commercial court as justified, i. e., caused by unforeseen misfortune.

The persons elected for exchange brokers are examined by an exchange committee as to their qualifications. The committee then sends all the documents presented and their own conclusions to the Department of Trade and Manufactures. An exchange broker enters upon the duties of his office after his confirmation by the Department of Trade and Manufactures, after taking the oath of his office; but if, within 30 days of his qualification, he should fail to present to the committee of the Grain Exchange Society all the documents and books necessary for his duty as broker, prescribed by law, his place is declared vacant and given to the next one. A vacancy occurring in the course of the year is filled, with permission of the Department of Trade and Manufactures, by election held in the general assembly of the Grain Exchange Society. The brokers are appointed for an indefinite period. They must provide themselves with a commercial certificate of second guild; and although they have to pay for the same, and all other fees established, they cannot engage in any other commercial business outside that of broker. In the discharge of their duties, the following rules must be observed:

Brokers are not allowed to act as commercial attorneys, trustees, or clerks. They are prohibited from forming associations among themselves or performing the official duty of another, except with the permission of the trustees. They can cooperate for a united mediatorship in carrying out separate orders. They must attend to their duties personally, and are not allowed to conclude any bargain through an assistant. They are bound to keep secret all orders, negotiations, and contracts concluded through their agency, except in such cases where it is allowed by their trustees or by the character of the bargain itself. The brokers, in their certificates to parties, must designate the bargains in poods and copecks. They issue also brokers' certificates for either sale or purchase of goods, according to orders received by letter or telegram from members of the

exchange living in other cities or towns, but they must send such certificates for signature of the parties.

EDWARD M. ASHLEY.

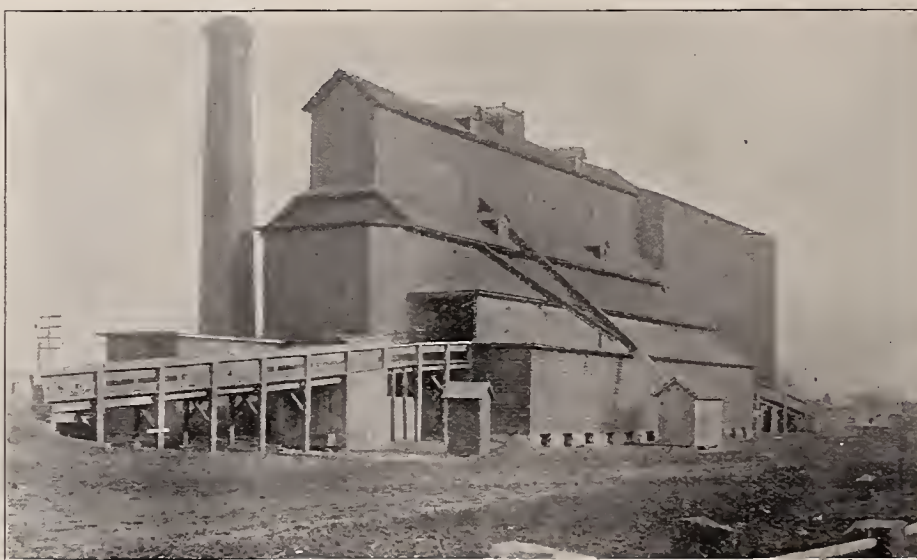
The terminal elevator business has grown wonderfully during the last twenty-five years, and with its perfection and extension men of marked ability have come into the supervision of these modern grain handling plants. Storage elevators, cleaning elevators and transfer elevators are designed to do special work, and it is seldom that one man is placed in charge of a house of each class. However, the responsibilities of such a position have fallen upon Edward M. Ashley, the well-known superintendent of Counselman & Co.'s Euglewood Cleaning Elevator, the South Chicago Elevators "C" and "C Annex," which are public storehouses, the cleaning elevator "D" at South Chicago, and the Pennsylvania Transfer Elevator in the Pan Handle yards at Fifty-seventh street.

Mr. Ashley superintends the operation of all of these houses to the entire satisfaction of the owners and patrons. Enterprising and progressive, he is ever on the alert for new devices, new machines and methods, which will enable him to do better work, or to operate the elevators more economically. The elevators in his charge are of recent construction, none being what could be considered an old house, and he makes it a point to keep them up to date.

Power and Transmission, to which we are indebted for the accompanying portrait, says Mr. Ashley was born Nov. 17, 1848, in Nunda, N. Y. He was educated at the Nunda Institute and at Fox Lake, Wis. He served in the civil war during the last two years of that struggle, and afterward engaged in teaching school, and then in railroading until 1876. Since that year he has been connected with the grain and elevator business.

KOHL & EDEN'S ELEVATOR AT DANFORTH, ILL.

The elevator shown in the accompanying illustration was built by the late W. W. Gilbert, a name well known in the annals of the Illinois grain trade.



KOHL & EDEN'S ELEVATOR AT DANFORTH, ILL.

It is now owned and operated by Messrs. Kohl & Eden. Located in one of the finest agricultural sections of the United States, this elevator has always done a large business. In fact, the little village of Danforth, on the Chicago Division of the Illinois Central Railroad, would have little reason for existence were it not for the grain trade that comes to it.

The total length of the engine room, elevator and annex is 190 feet and the building has a maximum capacity of about 135,000 bushels. The engine room is 16 by 20 feet, the boiler room 10 by 20, and they are occupied respectively by a 30 horse power engine and a 50 horse power boiler. Rope transmission of power is employed to drive all overhead and elevating machinery.

The main building is 80 feet long, 26 feet wide and 60 feet high. The corn crib is 10 feet wide and the driveway 12 feet wide and 80 feet long. In the main building on the first floor are three sets of Stevens Roller Mills and an oat cleaner. It has 24 bins, 12 storage and 12 shipping bins, with an average capacity each of 1,250 bushels. The hopper scale bin has a capacity of 500 bushels. There is a 35-foot track scale in connection with the shipping arrangements.

On the driveway the first dump is for ear corn. Beneath is a Western Cylinder Sheller, which is also fed from the corn crib on the west side by a drag belt in trough on the bottom of the crib, discharging into a small elevator emptying into the dump through side of same. Cobs and corn are elevated to separator in top story, from which the cobs are run into the cob house over the engine room, for fuel, and the corn is spouted to the bins. The first, second and third dumps are emptied by the north elevator, provided with 7x12 buckets, and the fourth and fifth dumps by the south elevator, also provided with buckets of the same size. In both elevators the buckets are riveted on the belting. The capacity of each elevator is 2,000 bushels per hour. Each elevator connects with conveyor at top so that grain can be carried over into the annex from any of the dumps. The elevator was designed for the expeditious handling of grain, and has well met the requirements that have been placed upon it.

WHY THE GRAIN SHIPPERS DID NOT RECEIVE DRAFT.

On Oct. 16, 1894, the grain and seed firm of W. A. Rundell & Co. of Toledo, sent a draft through the postoffice to Hayworth & Spang, Georgetown, Ill., for \$750. By mistake the draft was sent to Georgetown, Ind. As the draft did not arrive at its proper destination, Hayworth & Spang became anxious about their money. A duplicate draft was sent by registered letter, which was duly received. Rundell & Co. reported the loss of the draft to the postmaster, but it could not be found. On January 9, Rundell & Co. received the lost draft through the Toledo postoffice.

The mystery surrounding the disappearance of the

draft may be explained by an item in a Chicago paper, which says that business men have been complaining to Postmaster Gordon for a week or more that they have been receiving letters from Georgetown, Ind., that were mailed to addresses there from two to three years ago. The postoffice is not under the inspectors of Chicago district, and the Chicago postmaster has referred the matter to the authorities at Washington. It is supposed that a new postmaster has been appointed at Georgetown, Ind., and, through him, the old letters have been found.

The glucose factories in the United States consume annually over 100,000,000 bushels of corn in the manufacture of their products.

ROBERT MUIR.

Although Winnipeg has not large storage elevators, it is the center of Manitoba's grain trade, and the movement of the wheat crop is largely directed by companies and firms having their headquarters in Winnipeg. So many grain dealers are located there that an exchange has long been the important commercial organization of the city.

At its recent annual election of officers for the ensuing year the Winnipeg Grain Exchange selected one of its most popular grain dealers, Robert



ROBERT MUIR.

Muir, for president. Mr. Muir has lived in Manitoba for a number of years. He was in the mill machinery business from 1878 to 1886, when he left it for the milling business. He operated a mill at Shoal Lake, Man., until 1892, when the mill was moved to Gladstone and enlarged to 150 barrels' daily capacity. During the same time he has kept an office in Winnipeg and engaged in the grain business. He has been very successful in business, and won a number of friends in the trade.

EXTORTION AT BUFFALO AND NEW YORK.

The Canal Boat Owners' and Commercial Association of New York has issued a circular letter in which it charges the railroads of the state with trying to close the Erie Canal. The canal is a grain rate depresser and a competitor for the freight carrying business, so it would not be natural for the rail carriers who compete with it to wish it well. The boatmen can rest assured that the railroad companies will do nothing to help the canal. The boatmen state in their circular that the Erie-Hudson waterway, in its present condition, is capable of floating to New York 362,000,000 bushels of grain annually, and carrying a like tonnage westward. And after the proposed improvements are completed there will be no further use for railroads centering at New York except to carry passengers and mails.

They claim that the iron-clad rate for elevating grain at Buffalo is thirty-three times the cost.

At New York the charges for elevating 100,000 bushels (over scooper's charges) amount to \$1,437.50. The railroad agent confidentially tells shippers that at any other port except New York elevator service is free.

A serious blow was dealt New York by the roads carrying grain from Buffalo to Philadelphia and Baltimore one cent a bushel less than to New York. With the railroads it is anything or anywhere to beat the Erie-Hudson waterway.

The original toll on 15,000 bushels of oats (one boatload) through the Erie Canal amounted to \$500. Then that boatload of oats was elevated at either Buffalo or New York for one-quarter of one cent a bushel (\$37.50 for 15,000 bushels). Finally the state threw off the entire \$500, while now Buffalo ele-

vators rates on the same grain pay (including steam shovel receipts) \$156, and New York charges have advanced on the same load of oats from \$37.50 to \$215.55. Now when elevator service is actually being given free at New York's competing ports, our rate ought not to exceed one-quarter of one cent a bushel for a direct transfer of grain. Even at that rate, as we have two transfers, it makes the charges for elevating 100,000 bushels \$500.

The present amount charged, both ports, \$100,000 bushels, is \$2,477.50. A reasonable, liberal rate would be \$500.

NEW CANADIAN PACIFIC ELEVATOR AT OWEN SOUND, ONT.

The Georgian Bay route seems destined to become a popular one for grain shipped during the season of navigation from western lake ports to Eastern Canada. Instead of going south several hundred miles to Lake Erie, the vessels laden with such grain go directly east from the Straits of Mackinac. An effort was made to get a storage elevator at Collingwood on the south shore of Georgian Bay last fall, and a million-bushel elevator was erected at Parry Sound on the east shore for the Canada Atlantic Ry Co. Another large elevator was erected at Owen Sound by the Canadian Pacific Railway Company, and that port now has the best facilities for handling grain of any port on the Bay. The Canadian Pacific Railway Company has a direct short line to Toronto, other grain markets and lower lake ports, so will be able to have its Owen Sound elevators filled every fall for winter distribution.

Wheat from Manitoba for either export or Eastern Canada consumption is generally shipped by rail to Fort William or Port Arthur and there loaded into lake vessels.

The small elevator shown in the illustration given herewith was built some years ago for the Canadian Pacific Railway Company, and its large capacity marine leg will be used to unload all cargoes received. No grain will be received by rail. The new elevator which stands at the left in the illustration will be operated from the power plant of the old

BUFFALO'S GRAIN RECEIPTS FOR 1897.

Buffalo's grain receipts for 1897 exceeded by almost 33,000,000 bushels the receipts of any previous year, the aggregate amount being 204,963,192 bushels, against 172,062,803 in 1896. The receipts for 1897 included 56,564,515 bushels of wheat, 56,930,569 of corn, 64,144,568 of oats, 14,547,344 of barley, 7,212,683 of rye and 5,563,513 of flaxseed. The receipts for 1896 included 54,159,183 bushels of wheat, 47,745,780 of corn, 39,973,512 of oats, 16,787,290 of barley, 4,461,807 of rye and 8,932,231 of flaxseed.

During the ten years, 1888 to 1897, the receipts included 510,078,511 bushels of wheat, 401,553,800 of corn, 227,632,021 of oats, 73,165,863 of barley, 24,313,927 of rye and 40,912,374 of flaxseed.

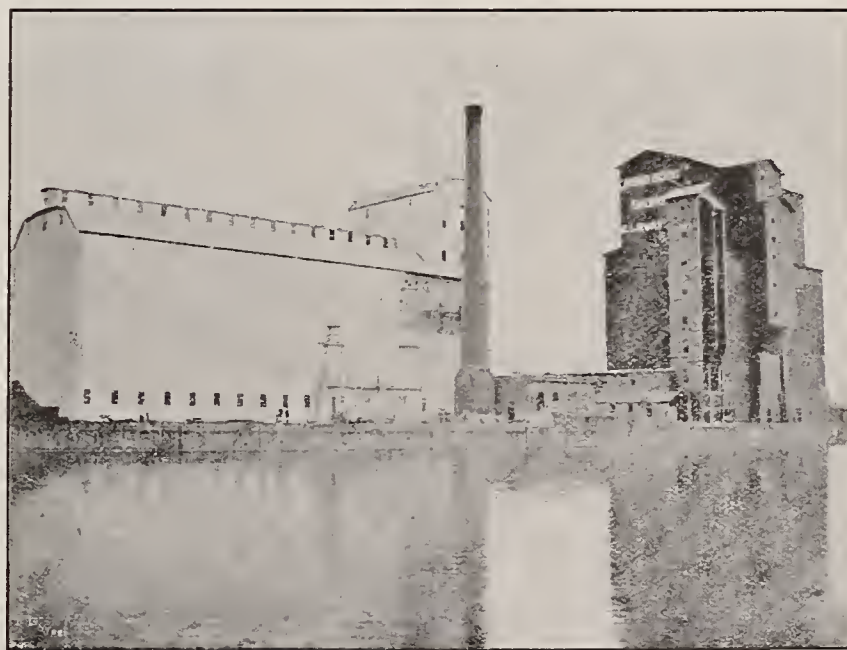
WILD INDIAN CORN.

Mr. Robert P. Harris contributes to Garden and Forest an interesting article on "Wild Indian Corn." He makes the following assertions:

"Indian corn in its wild state has been found in Arizona, Southern Texas, the Valley of Mexico and Central America. Rocky Mountain corn I have known a long period of time; it has very small ears. Corn has been found growing wild in the Valley of Mexico, and one of the professors in the University of Mexico has been experimenting with it, and has the engraving of a plant which grew about five feet high. Wild corn has also been grown at the Landreths, near Bristol, to whom it was sent from Arizona. The last I have seen was found by Dr. Williams of Houston, Tex., when on a hunting expedition in the southern part of that state. It is a white flint of fair size, and fifteen stalks have only produced four ears, which grew on two of the stalks. The plant is a very vigorous grower, but it is not productive, and eight stalks grown in Texas did not produce a single ear."

In comment upon this statement, the editor of Garden and Forest declares:

"If maize has been found naturally reproducing



NEW CANADIAN PACIFIC ELEVATOR, OWEN SOUND, ONT.

elevator and grain will be transferred to and from either house as desired. The new elevator has storage capacity for 812,000 bushels. Sixty-four of its bins are of 11,000 bushels' capacity and eighteen are of 6,000 bushels' capacity. It is 70 feet from the old elevator, so the danger of fire being communicated from one to the other is minimized.

The elevator was designed and built under the supervision of the railroad company's engineer, Mr. Jamieson, and is equipped with all modern conveniences for handling grain and transferring from boats to cars. With the increased handling and storage facilities at this port and at Fort William the Canadian Pacific will be in a position to handle much more grain during the coming season than it has ever handled before.

itself where it could not have escaped from cultivation, or have been produced from dropped seed, this certainly is a most interesting fact—a fact so important, indeed, that botanists will feel inclined to scrutinize the evidence closely before adopting the view that this wild maize is a survival of the prehistoric form, and not a reversion of cultivated corn toward the primitive type."

Corn-oil, a by-product in the manufacture of glucose, is an article we seldom see mentioned, but one that seems to be of considerable commercial value. One plant, the American Glucose Company of Peoria, Ill., with a weekly capacity of over 150,000 bushels of corn, has an average output of over 100 barrels of corn-oil per day.

ANNUAL MEETING OF KANSAS DEALERS.

The Kansas Grain Dealers' Association held its annual meeting at Topeka, January 11 and 12. About 100 were present, and all took an earnest interest in the proceedings.

President N. B. Hieatt of Willis called the meeting to order, and reviewed the Association's work for the year.

Gov. J. W. Leedy welcomed the dealers to the state's capital, and made a short address, in which he stated that it was necessary for all classes of business men to organize for protection.

Chief Grain Inspector W. W. Culver made an address, part of which is published in this number.

A. P. Reardon of McLouth delivered an address on "Organization," in which he stated:

Again we meet as a fraternal and business organization, with the experience of the year's work and association before us. The long continued dry weather in many parts of our state has lessened materially the business of our great commonwealth. But prices have advanced so Kansas grain has brought more value as measured in dollars than for several years past. We greet with pleasure the fact that the downward tendency of prices of farm products has ceased. With better prices, it is to be hoped that the profits of the grain dealers may become more remunerative. While it may be true that our last year's profits as individual grain men are mostly thrown into the profit and loss side of the ledger, yet through the efforts of our organization we have done much to pave the way for better work in the future.

As we meet and greet each other here to-day we should not be unmindful of the fact that in this age organized effort dominates every avenue of trade and commerce. In short, this is the day of organization, and organization promotes and makes possible all progress in business, in thought, in government. Even centuries ago we find that in the service of our heavenly father the organization of Christian churches were instituted to better advance his holy cause, and through the organization of the twelve churches the nations of to-day are becoming Christianized. Then why should not we profit by the wisdom of ages, by the example set and more recently followed by manufacturers, boards of trade, merchants, professional and business men, and thus avail ourselves of the help of organization and association. We have already learned through our own and other organizations that interests are promoted, better prices are maintained, and greater profits accrue so that those engaged in any vocation backed by organization can and do realize better and more remunerative prices. We should organize and stand together in common fraternity in all matters pertaining to our interests, and qualify ourselves for the great work that is before us. Without organization, scattered as we are along the various railroads, separate and alone without a connecting link, how can we expect to accomplish that which we may accomplish by organization that is both state and national in its character, that commands an influence that other organizations and associations are bound to respect? Truly we have already accomplished much. Let us seek to build up our order in such a way as will command the respect and recognition of other orders that are older. As we meet together often and become better acquainted, we will think more of each other, and confidence will gain a foothold that will redound to the good of all.

Frank Thoman of Summerfield addressed the meeting on "Our Duty to Each Other," in which he said:

In my experience in the grain business during the last fourteen years, I find that the greatest evil is, we are too anxious to do business, and are not willing to let our competitor or neighbor do any business. If we can't get the grain ourselves, we say we will fix it so the other fellow can't make any money, even if he gets it. If we get the grain we more than likely lose money, but we have kept the other fellow from making any. Now, what good have we done? We have beat our neighbor or competitor out of his legitimate profit, and we have made nothing. Think how foolish this is.

This also makes bad feeling between the dealers, and we have a very bad opinion of each other, when the best of feeling should exist among competitors. When a farmer comes to me from my neighbor's territory and asks what I am paying, I quote him my regular price and do not offer him a penny more than I am paying my own trade. I offer him my regular price and tell him that he had better sell it to the dealer in his own town, as he can give him as much as I can pay.

Overbidding I believe is the greatest evil of anything we have to contend with, and every dealer should, by having the kindest feeling for his

competitor, try to remedy this, and it lies within our power to overcome this and become warm personal friends. We are in the business to make more than a mere living, as we have been doing for the past six years. Let us get all of our competitors in the Association, so they will see what we are doing, and they will unite with us in the good work.

The convention then adjourned for supper.

TUESDAY EVENING.

The evening session was called to order by President Hieatt. Secretary E. J. Smiley read his report, from which we take the following:

Gentlemen:—It becomes my duty under the constitution to submit to you at this meeting a full report of the work during the year. It may appear to some that the report does not make as good a showing as it should. I believe that when all we have had to contend with is taken into consideration, and the short time the organization has been in existence, the showing will surely be a fair return for the support you have given this organization.

I am frequently asked by the grain dealers, "What benefit will an organization of this kind be to us?" The old adage, "in union there is strength," will certainly hold with grain men as well as others. The business men of every other line of trade have for years been organized. The farmers have their granges, the millers and lumbermen have their associations, the newspapers their unions, the grocers and hardware men their associations, the receivers and track buyers their boards; in fact, nearly every line of trade has its organization. It is necessary for mutual benefit and protection.

I take it for granted that the grain dealers who are in attendance at this meeting are modern business men. They are here to exchange ideas with men engaged in a like business. They are here for the purpose of discussing the excessive shortages, and other wrongs they have submitted to so long that they have come to be considered a part of the business.

On Dec. 29, 1896, at the call of our worthy president, eight grain men doing business in the northeastern part of the state met for the purpose of organizing an association, to protect their interests in that part of the state. Little did the promoters of this organization think at that time that in one year our organization would embrace the whole state of Kansas, and have a membership of over 200, representing over 300 points in the state. But, gentlemen, such is the case. Shortly after this meeting was held, a number of the dealers in the central and southern part of the state made application for membership, and the board of directors wisely decided to make it a state organization. In doing this it was necessary to make changes in our constitution, but we feel that we have been well paid for the change.

One of the objects for which this Association was organized was for the protection of the regular dealer against the scoop-shovel man. We have in a measure been successful, and have had the support of the best receivers at terminals. At many points in the state we have driven this class of competition from the field, but at other points they are still doing business. If all of the dealers in the state would give us their support, the scoop-shovel man would soon be unknown.

You ask, how is it possible to accomplish this? First, if the dealers in the state were all members of our Association, no receiver would think of sending out bids, until he was satisfied that the one making application was a regular dealer and entitled to bids. Owing to the fact that they buy on close margins, they would not risk purchasing and taking consignments. We find that the farmer must know what he is going to receive for his grain, basis his track, before he is willing to ship to terminal market. There are several plants in the state, owned and controlled by farmers, known as farmers' elevators. In some places we have accepted this class of dealers into our organization, but not until they agreed to live up to the rules of the Association.

I have attended every meeting of the Association, every meeting of the board, and at the request of the dealers who are members of the Association have visited them at their places of business for the purpose of settling differences arising with their neighbor dealers. With one exception these local troubles have been settled, and I think the dealers visited are working harmoniously. Allow me to say right here that there is no reason why you should oppose your neighbor. Remember that if he is a regular dealer he is going to secure a share of the grain marketed at that point, and while he may not make any money, he will surely prevent you from making any. Where there is a trouble of this kind existing, get together and fix it up, or, if you don't like to go to the other fellow, notify the Secretary, and invite him to come and get you together. Don't lay all of the blame on the other fellow, but admit that you are partly to blame.

I have received during the past year nearly 200

complaints against Missouri River receivers for bidding scalpers or farmers, and our board found it necessary to expel two of our members who were members of the Kansas City Board of Trade. I wish to caution every dealer about making public property of his card bids sent out by track buyers. To illustrate, I received a complaint from a member of our organization that a receiver was bidding farmers in his section of country. I at once wrote the receiver, calling his attention to it, and he replied that he was not bidding anyone at that point other than the regular dealer, a member of our organization. I found, after making an investigation, that the dealer had carelessly thrown his card bids down, and same were picked up by a farmer, who at once told other farmers what a certain firm was bidding. The dealer at once concluded that the firm was bidding the farmers. These bids are private and if you want to protect your business destroy them after you have looked them over, or put them under lock and key.

During the early part of the year numerous complaints were filed against certain elevators in Kansas City for alleged shortage in weight. We find that in most cases they had just ground for complaint. Several of the elevators in Kansas City tried to throw this blame onto the shipper, or the railroad company for loss in transit. If one-half the grain was lost in transit, there would not be a single tie on any railroad in the state of Kansas visible, as they would be covered several inches with grain. The elevators have been to blame, and the facts that weights are so much better now than prior to the time this question was agitated by the Nebraska and Kansas associations is evidence of such fact. There has been appointed by the Board of Trade in Kansas City a committee known as the short-weight committee, and all cases of alleged shortage at elevators in that market will be brought to the attention of this committee, when accompanied by sufficient evidence and a check for \$6 to be returned in case the committee find in favor of the complainant.

I wish to say to all members of this Association that in loading cars for shipment be sure that your cars are well coopered, know that your scales are correct, and see that the car leaves your station in good order. Send an invoice of contents to your commission firm, and request him to report to you at once on receipt of railroad weight. Know positively that you load the amount of grain in the car that you send invoice for (don't estimate) and when your final returns come back, if they then show a shortage, report at once to your commission man, and to the secretary of this Association, giving all facts, and if it is your desire I will present the claim for you. I wish to say in justice to the elevator owners in Kansas City that I have only had one complaint filed in the last 60 days, while before that time it was nothing unusual to receive as many as 10 a day.

Another thing I wish to caution you against is the fancy bids sent out by snide receivers in the different markets. Almost without an exception your weights are far short of the amount loaded in the car, or the grain has gone to some unknown market and graded below your expectations or some exception has been taken, that they may receive their profit. Do business with those that have a reputation for square dealing, and there will be fewer complaints to make.

I have received a few complaints of late from different parts of the state, from members of our association, against receivers accepting consignments from farmers. I wish to state that there is nothing in our constitution that would prevent receivers from accepting such consignments. This matter should receive a share of your attention. There are receivers present here with us at this time, and they have all shown a disposition to recognize our Association, and have refused to bid track buyers. I think it would be well to get together on some proposition.

The report of Treasurer M. H. Roller of Circleville showed receipts from membership fees \$539; from three assessments \$418. The expenditures included postage, \$103.35; printing, \$62.40; office supplies, express and telegrams, \$62.23; traveling expenses of officers, \$148.91; traveling expenses of secretary, \$147.45; salary of secretary, \$530; fees returned, \$6. Total receipts, \$957; expenditures, \$1,060.34.

After the secretary had read the constitution and by-laws of the Trans-Missouri Association of Grain Dealers, it was approved, and L. Cortelyou was elected director to represent the Kansas Association.

The election of officers for the ensuing year resulted in the selection of N. B. Hieatt of Willis for president, J. W. Thomas of Home for vice-president, E. J. Smiley of Concordia for secretary, and M. H. Roller of Circleville for treasurer.

The Board of Directors is composed of L. Cortel-

you, Muscotah; Frank Thoman, Summerfield, and H. Work, Ellsworth.

The President appointed the following committee on transportation: W. T. Kemper, Kansas City, Mo., F. R. Warrick, Kansas City, Mo., B. R. Beal, Kansas City, Mo., A. T. Rodgers, Beloit, R. B. Miller, Clifton.

It was decided by a vote of the Association to appoint an attorney to represent the Association the coming year, and A. F. Sherman of Topeka received the appointment.

The Association then adjourned to 9 a. m. Wednesday.

WEDNESDAY MORNING.

As soon as the meeting was called to order the Committee on Resolutions reported the following, which were adopted:

Whereas, The members of this Association assembled in convention in Topeka feel that they have been especially favored at the hands of the receivers, members of our Association at Kansas City, St. Joseph and Atchison,

Resolved, Therefore that we, the members of the Kansas Grain Dealers' Association, do hereby ask the hearty cooperation of each of the receivers at terminal markets, and we do hereby pledge our-

The Kansas Grain Dealers' Association is no longer an experiment but a success.

Secretary Smiley has surely worked earnestly to advance the interests of the Association.

ELEVATORS OF A. L. CLARK & CO., ASHTON, ILL.

One fact about the grain trade has surprised many people. This is its apparent tendency to forsake the older and larger towns and seek the newer or smaller places. All over the West it is a common complaint in the older places that they "have lost the farmers' trade." Perhaps this is only apparently true. The grain trade is on a cash basis; the question of proximity and easy hauling is the determining factor with the farmer. And this fully accounts for the fact that many substantial grain firms thrive in small towns and mere stations, while larger and neighboring places have lost a large share of their grain handling business.

Our illustration shows two of a group of three elevators located at Ashton, Lee county, Illinois, on the Chicago & Northwestern R. R. These elevators are owned and operated by the firm of A. L.



ELEVATORS OF A. L. CLARK & CO., AT ASHTON, ILL.

selves to support the members of our Association at terminal markets and favor them with all our consignments.

F. R. Warrick of Kansas City suggested that all shippers to the Kansas City market should advise their commission house regarding the amount of grain loaded into car and the marked capacity of the car.

N. B. Hieatt spoke in favor of state weights at all Kansas elevators handling grain for the public.

All the receivers present said they would not bid to nor encourage shipments by irregular dealers.

W. W. Price of Atchison was introduced and explained how grain inspection is conducted in Atchison. He was followed by J. W. Frazius, inspector at Topeka. The meeting then adjourned to 2 p. m.

AFTERNOON SESSION.

The afternoon meeting was taken up in general discussion, and the meeting adjourned, to meet at call of directors in Wichita.

E. J. SMILEY, Secretary.

CONVENTION NOTES.

The National Hotel knows how to entertain.

Someone said Topeka was a dry town. How about it?

No one now questions the success of the Association.

Nearly every county in the state was represented at the convention.

SHORTAGES AT KANSAS ELEVATORS.

[From an address delivered by Chief Grain Inspector W. W. Culver at the annual meeting of the Kansas Grain Dealers' Association.]

For obvious reasons I put a stop to the 100 pounds allowance taken by Kansas terminal elevators. I thought every grain shipper in the state was willing to give the elevators this amount, if they would stop at this, but this did not appear to be the case. The elevators had fallen into the custom of carelessly sweeping the cars, nearly always leaving one-half bushel, and sometimes as high as 20 bushels in the car, and allowing some outside party to resweep the car and retain what they could get. In some cases we found that they were dividing with the elevator employes. This we put a stop to, and now the elevator men and some of the receivers have often asked me if we sandpapered the cars. I will state that I ascertained that some of the elevator proprietors knew of this careless sweeping, and some I am satisfied did not, that it rested entirely with their employes.

We now estimate the amount left in the car, adding it to our certificate, and we are careful to get enough to cover the loss. I will say that this has forced the elevator men to be very careful in sweeping their cars, and I doubt now whether you could find more grain in the cars than you will leave in a wagon box when you dump a load of grain. I think this will all work to the benefit of the shipper. I have not been able to make any headway to get track scales or better facilities for weighing, and I think that the next time the legislature meets, there are several points that the grain dealers of Kansas had better get together on, and have them enacted into a law, in order that we may not be so subservient to the will or caprice of the Kansas City elevator men.

LOCKED GRAIN CAR DOOR WITH A PADLOCK.

Western shippers who suffer from shortages will appreciate the effort of a Western Maryland shipper to prevent the stealing of his grain from the cars while in transit. He locked the door with a padlock, and attached the key to the bill of lading.

Western Maryland shippers have suffered so much from shortages at the Baltimore elevators that they organized the Grain Dealers' Association of Western Maryland and entered formal protest with the Baltimore Chamber of Commerce. It is claimed that the terminal elevator men have been careless about sweeping out the cars and taking down weight, and that grain leaked out in transit. The Maryland shippers have the full sympathy of western shippers in their fight for correct weights, and, no doubt, could easily enlist them on their side of the contest.

DRIVING AWAY THE RATS.

A correspondent of our French contemporary, Le Meunier, communicates to that paper an exceedingly simple means of driving away rats from the premises of the mill or warehouse, and vouches for its efficacy. He says that all that is needed to effect the discomfiture of the rats is a handful of the garden herb called rue. It is first dried in the shade and then hung on the joists of the bins or other convenient places. The correspondent says that he had been troubled with rats, and hung the rue in a granary. Straightway the rats disappeared, and he was convinced that the mere odor of the rue drove them away. Afterwards he placed handfuls of the herb in the runways of the rats, with the result that he found many rodents dead from having eaten it; and in a very little time his premises were entirely freed from the vermin.

Kaffir corn is no longer an experiment in Kansas. Each year new farmers give it a trial, and have no occasion to regret it. Last year the yield was 1,358,739 tons from 371,838 acres, which will, no doubt, encourage others to try it this year.

Clark & Co., dealers in grain, seed and feed. The first house shown in the picture is familiarly known as the "Iron-Clad Elevator." It is 80 feet long, 32 feet high and 25 feet wide. It is surmounted by a "Texas" or cupola, 14 feet high. The entire building is sheathed in iron. It has two elevators, with a capacity of 800 bushels per hour each. There are 12 bins, each with a capacity of 1,800 bushels. The small storage building shown is 28 by 28 feet and is for oats. The power is furnished by a 10-horse power Fairbanks Gasoline Engine. A part of the equipment is a Willford Roller Mill for feed grinding.

The elevator in the background is the "Middle Elevator," which is 25 by 50 feet and 32 feet high. It has 10 bins and has a capacity of 22,000 bushels. The third elevator of the group is not shown in the engraving. The three houses give the firm ample storage capacity and other facilities for handling a large and growing business.

In his address before the Winnipeg Grain Exchange, at its recent annual meeting, the President called attention to the importance of Fort William, Ont., as a shipping point, as follows: "I do not think that many members of the Exchange, or the public generally, have any idea of the importance of Fort William as a shipping port, and in order to convey some idea of the quantities of grain shipped at that port, I give you a few figures: During the season of 1895 10,587,866 bushels of wheat were shipped. During 1896, 12,689,000 bushels. During 1897, 17,600,000 bushels."

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

BANQUET OF CONNECTICUT DEALERS.

Editor American Elevator and Grain Trade:—The banquet of our Connecticut Grain Dealers' Association, at the Tontine Hotel, in New Haven, on December 21, was a very simple, impromptu affair. It was designed to promote a friendly feeling among some twenty competing retail dealers, with a general view to bettering our prices and trade. It being without speeches, organization, or any particular features of interest except to the "eaters," I cannot well give you any interesting details.

A. HENDEE.

New Haven, Conn.

A RECORD-BREAKING CARGO OF OATS.

Editor American Elevator and Grain Trade:—We have loaded the steamer Andrew Carnegie with 332,160 bushels of oats. We are under the impression that this is the largest number of bushels ever put into any vessel on the lakes. Would you kindly inform us if this is a record-breaker in that respect or not?

Respectfully yours, B. N. WARD,
Supt. Northern Grain Co.

Manitowoc, Wis.

[We believe this is the largest number of bushels ever put into a vessel on the lakes; and it only escapes being the largest gross weight grain cargo ever shipped from a lake port by a small margin. If anyone knows of a larger cargo, we will be pleased to record the fact. The Andrew Carnegie was loaded February 2.]

SHORTAGES OF AN IOWA SHIPPER.

Editor American Elevator and Grain Trade:—The shortages at terminal markets is becoming one of the greatest burdens the regular grain shipper has to bear, and unless some united action is soon taken by the country grain dealers all will soon be bankrupts. We feel that alone we cannot accomplish much, but we propose to do what we can to have this leakage stopped at least so far as it affects our own shipments.

We inclose a statement of the weights of carloads of grain we have shipped during recent months to Chicago, Milwaukee and Davenport, Iowa. The weights reported on five cars shipped to Milwaukee were all short of our weights here. A car into which we loaded 28,000 pounds of shelled corn was 240 pounds short. One into which we loaded 42,900 pounds of corn was short 5,900 pounds. One which we loaded with 35,000 pounds of oats was short 590 pounds. We loaded one with 36,900 pounds of shelled corn, and it was 540 pounds short; another with 27,800, and it was short 330 pounds. The shortages averaged 1,520 pounds to the car, wiped out our profit, and absorbed some of our capital.

So far this season we have not had three cars run over at Chicago, and most of them were over 200 pounds short. The statement of 41 cars inclosed includes none of a smaller shortage than 200 pounds to the ear. The smaller shortages are not noted, and those given range all the way from 200 pounds on 42,900 pounds of corn, to 7,550 pounds on 55,470 pounds of corn, which was weighed into one bin at Potter, and loaded into two ears. When unloaded at the Minnesota Elevator, Chicago, the cars contained but 47,920 pounds. Can it be that it leaked out in transit, or did the thieves steal it while it stood in the Chicago yards? The next largest shortage we had was 4,890 pounds in a ear of oats. We loaded 37,140 pounds into it, but only 32,250 was reported by the terminal elevator. Of the remaining 37 cars reported short at Chicago, five were loaded with barley, and were short 370, 550, 800, 620 and 500 pounds. Three earloads of wheat were short 400, 570 and 290 pounds. One ear of rye was 630 pounds short. Nine cars of oats were short 550, 500, 300, 520, 590, 264, 300, 360 and 616 pounds. The average shortage on the oats was 414 pounds.

Nineteen ears of shelled corn were short 760, 660, 810, 200, 390, 366, 358, 300, 290, 690, 480, 908, 380, 450, 600, 260, 930, 280 and 280 pounds. The average shortage on the corn shipments was 494 pounds. One of the ears of corn was unloaded at the St. Charles Elevator, one at the Armour, and one at the Atlantic Elevator. All of the grain except the two cars loaded at Potter was loaded here and weighed on track scales under cover.

The weights at destination of our shipments to the Gleeose Sugar Refining Co. at Davenport, Iowa, are much nearer our own weights than either Milwaukee or Chicago. Between September 7 and December 29 we shipped fifteen ears of shelled corn to the Sugar Refining Co. Two of them overran, and thirteen were short. The weights here aggregated 594,200 pounds; the weights at Davenport aggregated 592,732, showing a shortage of 2,218 pounds. One car overran 500 pounds, and another 250 pounds. The amounts of the shortages were 108, 180, 50, 100, 250, 380, 290, 50, 210, 100, 250, 150 and 100 pounds. The average shortage on the fifteen cars shipped to Davenport was 97 pounds, while the average shortage on the 41 ears shipped to Chicago was 750 pounds.

It is to be hoped that the Grain Dealers' National Association will be able to reduce the shortage abuse.

O. P. BEALE & CO.

Tama, Iowa.

TO AMEND THE INTERSTATE COMMERCE LAW.

The author of the Interstate Commerce Law has introduced an amendment to it which is designed to remedy the defects of the present law, and patch up the holes made in it by the courts. The senator wisely has nothing in the bill relating to pooling.

The amendment provides that, "If, after a full hearing, it is determined that any party complainant is entitled to an award of damages under the provisions of this act for a violation of its provisions, the Commission shall make an order directing the carrier to pay to the complainant the sum to which he is entitled on or before a day named. If, after such hearing, it is determined that any carrier is in violation of the provisions of this act the Commission shall make an order directing such carrier to cease and desist from such further violation, and shall prescribe in such order the thing which the carrier is required to do or not to do for the future to bring itself into conformity with the provisions of this act; and in so doing it shall have power—(a) to fix a maximum rate covering the entire cost of the service, (b) to fix both a maximum and minimum rate when that may be necessary to prevent discrimination under the third section, (c) to determine the division between carriers of a joint rate, and the terms and conditions under which business shall be interchanged when that is necessary to an execution of the provisions of this act, (d) to make changes in classification, (e) to so amend the rules and regulations under which traffic moves as to bring them into conformity with the provisions of this act."

It has been held by some that the present law gives the Commission power to establish minimum rates, but the Commission decided otherwise.

The shippers at terminals and competing points get advantage of the unrestricted competition among carriers, and often get rates which are below cost. The loss suffered by carrying freight at low rates, the carrier generally seeks to make good by charging a high rate to the shippers at interior points on its line. This naturally dwarfs and reduces business at interior points, whereas, if the business men at such points were given equitable rates they could build up a good business which would in the long run prove far more profitable to the carrier. At present the only desire of the carriers seems to be to secure all the through traffic.

In speaking of the defects of the law the Hon. Aldace F. Walker, who was formerly a member of the Commission, said: "It has become a common criticism upon the present form of congressional regulation of railway traffic, that, that while it prevents discrimination, and protects the public, it alto-

gether fails to protect the carriers. It presents no method of restraint upon impecunious, extravagant, speculative or unreasonably aggressive railway management; it leaves the doors of competition open to the most circuitous routes; it puts the strong lines at the mercy of the weak, and makes it possible for a road that should never have been built to fix rates which all other competing roads must perforce accept. And this, in truth, is an obvious defect. The congress has assumed the task of making provision against rates which are unreasonably high, and rates which are not relatively equal, without providing for the prevention of rates unreasonably low for the preservation of income sufficient to maintain the existing standard of wages, or for the protection of investments which now form an immense proportion of the country's wealth, represented by securities which are not found alone in the vaults of capitalists, but which, in many cases, constitute the only source of income for the comparatively poor, and the otherwise hopelessly dependent. The scheme of governmental regulation will not be rounded and complete until this omission is supplied. The theory of the law up to the present time has been that railway owners, having the rate-making power in their own hands, are competent to protect their own revenues. If the premises were correct, the conclusion would follow, but the theory is applied to a situation where independent action by 600 different carriers is preserved; and it is not true, as a practical matter, that any one of them can control its own rates. On the contrary, the rates of every line are, to a greater or less degree, at the mercy of its rivals."

The railroads have made and destroyed towns, they have assisted in building up and torn down many a business firm. Any line of business in which transportation plays so large a part as it does in the grain business is vitally interested in having equitable rates maintained. In several states the change in rates or practice regarding cleaning in transit has forced the moving or abandonment of cleaning elevators. At present one large firm of Central Iowa is talking of abandoning its elevators on one line, and erecting a large house on another, so it can take advantage of the lower rates offered by a new competitor for the export grain carrying trade.

Something must be done to check the destruction of business by carriers, and the new amendment to the law seems to provide a way. If country dealers would write to their representatives in Congress on this subject, and point out their need of equitable and steady rates they would advance their business interests.

ELEVATOR FIRES IN CANADA.

The Insurance and Finance Chronicle of Montreal gives the following table of the elevator fires occurring in Canada during 1897, with the month, location, fire loss and insurance loss:

Month	Location	Fire Loss	Insurance Loss
April	Teesewater.....	\$ 1,200	\$ 1,200
"	Ayr.....	11,200	10,000
May	Whitewater.....	7,000	5,000
"	Haycroft.....	10,000	8,000
"	Carberry.....	50,000	15,000
Sept.	Emerson.....	15,000	14,000
Oct.	Nesbitt.....	20,000	22,000
Nov.	Goderich.....	97,000	41,000
"	Kingston.....	60,000	43,500

Hy. H. Smith, secretary of the New Orleans Board of Trade, reports that the city's grain receipts for 1897 included 27,559,482 bushels of corn, 3,799,972 of oats, 10,642,166 of wheat, and 268,600 of rye, against 25,989,094 bushels of corn in 1896, 3,046,315 of oats, and 3,852,623 of wheat.

New York is again pleading with the Joint Traffic Association to abolish the differentials in favor of Philadelphia, Baltimore, Newport News and Norfolk. The differential in favor of Philadelphia is but 2 cents, while the other ports have a differential of 3 cents. The metropolis is averse to the export grain trade being diverted to other ports, but has nothing to say regarding the extortionate charges levied on the grain as it passes through Buffalo and New York.

ELEVATOR AND GRAIN CASES.

Another case may possibly come before the Missouri Supreme Court involving the Anti-Option Law of 1889. A St. Louis brokerage firm has sued a customer for \$7,000 in margins on a deal.

In San Joaquin County, Cal., A. Gerberding Co. has commenced suit against Geo. B. Sperry on a wheat deal. The complaint alleges that last October the defendant directed plaintiff to purchase grain for him, and that in pursuance of his request it purchased 4,700 tons of wheat, costing \$131,092.30. A little later the company sold the wheat at his instance for \$135,272.50. The suit is to recover \$1,780, alleged to be due as commissions, etc.

The Middle Division Elevator Co. has commenced suit at Bloomington, Ill., against Aultman, Miller & Co. to decide the ownership of some corn. The defendant company garnished the elevator company for \$425 worth of corn delivered at their elevator at Colfax by a tenant of Mrs. Gray of Normal. Mrs. Gray also claims ownership under the landlord lien act. With three parties claiming the property the elevator company has commenced its suit to determine to whom it shall deliver its check for the corn.

At Pembina, N. Dak., a jury in the District Court brought in a verdict of \$2,089 in favor of McCabe Bros. against the Aetna Insurance Co. An elevator belonging to plaintiffs burned Dec. 24, 1896. A policy for \$2,000 on the grain given by the defendant company expired eleven days previously. The plaintiffs claimed that one of the firm verbally, and the other by letter, notified the agent of the company to renew the policy for them. The agent denied that he had received such instructions, and the case turned on the question of fact.

At St. Louis on January 24, C. H. Albers got judgment in the Circuit Court for \$31,724.79, against the St. Louis United Elevator Co. Mr. Albers held 80 bonds of the Advance Elevator Co., an Illinois corporation, issued in 1881, and each for the sum of \$1,000. The St. Louis United Elevator Co., which assumed the obligations of the Advance Elevator Co., defaulted the interest and the deed of trust was foreclosed, the money being applied to the payment of the bonds. But the money was not sufficient, and the judgment was for the deficiency.

The Interstate Commerce Commission handed down, on January 24, its decision in the case of the Milwaukee Chamber of Commerce against the Chicago, Milwaukee & St. Paul R. R. The case is an old one, and arose from the claim that Milwaukee was being discriminated against in wheat rates as compared with Minneapolis. The commission ruled that distances by the shortest available routes afford the proper basis for differentials, and that on the evidence Minneapolis appeared to have the advantage in many instances. It held that reasonable differentials and tariffs could be had by applying the interstate distance tariff sheet to short line mileage.

At Stockton, Cal., Mrs. L. C. Pope has commenced suit against the Farmers' Union & Milling Co. to recover \$5,600, with interest up to January 4, the date of the disastrous fire. The complainant states that in July last she delivered to the company 383,147 pounds of wheat, for which a warehouse receipt was delivered, agreeing to deliver back the wheat, damage by the elements excepted, on surrender of the certificate and payment of the storage charges. Complainant received 80 sacks of wheat in December, and made demand for the balance on January 19, two weeks after the fire occurred. The complaint ignores the destruction of the wheat by fire, entirely.

The case of Wm. Dunn versus the Prescott Elevator Co. of Prescott, Canada, ended in a verdict of \$8,610, with costs, for Dunn. The suit was to determine the liability for damage done to 112,000 bushels of corn. This corn was purchased at the close of navigation in Chicago in 1896 by Dunn & Co., and was stored in vessels in the river all winter. In the spring it was shipped to Prescott and stored in defendant company's elevator. After a short time it commenced to heat, and was sold at a loss of

\$10,832. The question was whether the corn had received the damage in the river at Chicago, in transit, or was wet by the rain while being taken into the elevator. The jury evidently believed the latter. The verdict was appealed from.

The recent decision in the well-known grain insurance case by the Supreme Court at St. Paul, Minn., is of more than ordinary interest. The case resulted from the burning of a large elevator belonging to the Soo Railroad in 1891, when 56,400 bushels of wheat were destroyed. The grain was the property of the shippers, and was insured for \$50,000 in the Home of New York as a protection against loss from carrier's liability. It was insured in 11 other companies against loss in the elevator, and they paid their pro rata share of the loss. Judgment was secured against the Home for \$28,609, and the claim was settled. The company then began suit to be subrogated and permitted to pay its pro rata share. The court decides the grain was in transit and the company is liable.

MARYLAND GRAIN DEALERS.

Maryland grain dealers seem to be having as much trouble with shortages in their shipments as their brethren of the West, and have taken up the matter with a firm determination to remedy the abuse. On January 25 the Grain and Produce Dealers' Association of Frederick and Carroll counties held a meeting at Westminster. President Byerly of Frederick County was in the chair, and Edward E. Reindollar of Taneytown, Carroll County, acted as secretary of the meeting, which was behind closed doors. There was a large attendance and both counties were represented by some of their leading grain merchants. A number of new members were admitted to the association.

Matters of considerable importance were discussed, and it was proposed to branch out and form a state association. A meeting will be held in Baltimore city shortly for that purpose. The members recognize the need of a more uniform method of conducting the grain and general produce business and they believe that this end can only be attained by concerted action on their part, which will benefit both the producer and the consumer. The association is yet in its infancy, but good results have already been shown.

On January 19 John Hargett of Frederick, J. Fenton Thomas of Adamstown and N. J. Gorsuch of Westminster, a committee representing the Western Maryland grain dealers, had a conference with President Robert Ramsay of the Baltimore Chamber of Commerce; Col. John C. Legg, chairman of the Wheat Committee of the latter body, and Oliver Hobbitzell and G. H. Campbell, representing the Pennsylvania and Baltimore and Ohio grain elevators, relative to shortages in the weight of wheat shipped to Baltimore. Shippers in Western Maryland, Pennsylvania, West Virginia and other states have for some time been complaining that wheat shipped to Baltimore often falls short when weighed at the Baltimore elevators. The complaints of loss date as far back as July last. A mass of data bearing on individual cases has been placed in the hands of President Ramsay and the matter will be thoroughly investigated.

At the conference it was stated that one shipper had this season lost 500 bushels of wheat in this way, and another has lost as much as 150 bushels in one shipment. It was also stated that weights of cars unloaded on the tracks at Mount Clare and elsewhere had not run short in weight.

The representatives of the shippers hinted that if the matter was not remedied they would go to the Legislature and ask for the enactment of a law providing that all grain must be weighed by a state official. The weighers of grain at the Baltimore elevators are sworn, but they are not state officials; they are employees of the elevator owners.

Western shippers will profit by any improvement brought about in Baltimore weights, and will watch the good work of the Maryland dealers with interest. In fact, it would be a very easy matter to enlist their influence on the side of the shippers demanding correct weights. The Grain Dealers' National

Association has been working for improved weights for its members for some time.

DOTS AND DASHES

It is said that Prophetstown, Ill., is to have a compressed horse feed factory. Corn, hay and oats will be chopped or ground and compressed into compact form.

The Enterprise of Homer, Ill., claims that that town is the greatest grain point in Eastern Illinois. For a country shipping point, it certainly has a large amount of grain in store.

The directors of the Union Stock Yards at Chicago, have reduced the charges on feed as follows: Corn, from \$1 to 75 cents per bushel; tame hay, from \$1.50 to \$1.25 per 100 pounds; prairie hay remains at \$1 per hundred.

According to the census, California produces one-fourth of all the beans raised in the United States. Ventura County is the largest producer of Lima beans. The pagoda exhibit at the World's Fair had 198 varieties of beans.

Thieves at Brillion, Wis., adopted a new method of getting grain from a grain elevator. They entered the basement and bored a hole in the floor of the warehouse of the W. W. Cargill Co. and let the grain run into their sacks.

The annual meeting of the stockholders of the Interstate Grain Palace Association was held at Aberdeen, S. Dak., on January 20, and a strong board of directors elected. The Secretary's report showed the Association to be in good financial condition.

"I don't wonder January wheat is high," remarked the professor in the agricultural college, glancing at the headlines in the commercial columns. "It must be exceedingly scarce. My observation is that there is very little wheat raised in this country in January."

The Hessian fly is so called because it was supposed to have been brought from Germany during the Revolutionary War in wheat imported for the use of the Hessian mercenaries in the British army. It has traveled west at the rate of 15 to 20 miles a year.

The Bureau of Statistics gives the following as the cereal production of Indiana for 1897: Wheat, 37,769,875 bushels; corn, 123,049,950 bushels; oats, 36,360,910 bushels; rye, 1,899,520 bushels; barley, 141,320 bushels; buckwheat, 20,500 bushels; flaxseed, 150,000 bushels.

The Kansas City, Pittsburg and Gulf Railroad has completed arrangements to control a line into Des Moines, Iowa, and it is expected that hereafter much grain from that territory will be diverted to the Gulf route. With so many roads tapping Iowa's grain fields there should be no complaint of high rates.

A country dealer who had suffered the loss of considerable corn from an army of rats which infested his cribs, nailed a piece of bacon to a plank and placed it under the crib in a place that the cats and dogs could not reach. After renewing the bacon several times, he placed a little white arsenic on the bacon and the rats ate it freely with the usual effect.

The Northwestern Iowa Grain Shippers Association has presented a long petition to the state legislature, asking it to memorialize Congress to give the Interstate Commerce Commission greater authority, and especially to give it power to enforce its orders relating to rates. The Association is making a determined fight for equitable rates, and no doubt will succeed eventually.

Prof. Edington, director of the government bacteriological institute at Cape Town, South Africa, has discovered an apparently successful method of destroying locusts. He ground to a powder the bodies of locusts which had perished of disease. This powder, mixed with water, he smeared on a few hundred locusts, which were at once released. They soon spread the powder to a swarm, and millions of the insects perished.



Heury Fink, a Harrisburg, Pa., brewer, is dead. Alfred White, a brewer at Ottawa, Ill., died recently.

The Menasha Brewing Co., Menasha, Wis., will build a new malt house in the spring.

The Schmulbach Brewing Co., Wheeling, W. Va., is building a malt storage house of iron and brick.

Charles Klogner, manager of the Kewaunee Brewing Co., Kewanee, Wis., died last month, aged 43 years.

Capitalists of Detroit, Grand Rapids and Lansing, Mich., are said to be preparing to build a brewery at Lansing.

The Jacob Leinenkugel Brewing Co. has been incorporated at Chippewa Falls, Wis., with a capital stock of \$100,000.

The Medford Brewery Company of Medford, Wis., has made an assignment. The liabilities are \$40,000, and assets \$5,000.

Gustave Reinke of Marinette, Wis., is organizing a company with \$75,000 capital to build a 30,000-barrel brewery at Marinette.

The Conrad Seipp Brewing Co., Chicago, Ill., was a recent purchaser of a Hercules Bran Packer from the Barnard & Leas Mfg. Co.

On January 21 the brewery of C. Samberg, Port Huron, Mich., was destroyed by fire. The loss is said to be \$10,000, partially insured.

Cornelius and William Sanger of Milwaukee are organizing a company, with capital of \$125,000, to build another malting plant in that city.

The Amsdell Brewing & Malting Co., Albany, N. Y., is erecting a 5-story brick building, and will add improvements costing about \$75,000.

Among recent sales of the Barnard & Leas Mfg. Co. was a No. 3 Barnard Malt Cleaner to the Northwestern Malt & Construction Co., Peoria, Ill.

Neidlinger & Sons of New York City have purchased from the Barnard & Leas Mfg. Co. a Barnard Malt Cleaner and two Barnard Elevator Separators.

Charles E. Och, W. G. Neiser and Joseph Baumgartner, all of Latrobe, Pa., are said to contemplate the erection of a \$75,000 brewery in Hagerstown, Md.

The Lock City Brewing Co. has been incorporated at Lockport, N. Y., capitalized at \$50,000. The directors are H. H. Moore, John G. Baer and Andrew Holzer.

Reports from St. Louis, Mo., state that a brewery is to be erected by saloon-keepers in that city. \$200,000 has already been subscribed, and plans are being prepared.

The largest elevator of the K. Schreier Brewing Co. at Sheboygan, Wis., has a capacity of 200,000 bushels, and the company is reported as doing a large malting business.

It is reported that nearly all the barley in the state of Iowa has left farmers' hands. In the Northwest it is reported that not to exceed 20 per cent. remains in farmers' hands.

Wolff & Lehmann of Hueneme, Cal., have sold 90,000 sacks of barley to Eppinger & Co. of San Francisco. This is said to be the largest sale of barley ever made in that county.

It is said that an organization of the prominent producers of beer, ale, porter and whisky of Western Pennsylvania, Virginia and New York is being perfected to erect a malt house in Chicago with a ca-

capacity of 1,000,000 bushels annually. Edwin A. Goff of Pittsburg, Pa., is said to be the promoter of this independent malting project.

The Ehrman Brewing Co., Auburn, N. Y., has been incorporated with a capital stock of \$200,000. The directors are Anton Ehrman, Auburn; Ludwig Englaender and Frederick J. Shalek, New York.

L. Rueping of Fond du Lac has purchased the interest of John A. Klinkert in the Klinkert Brewery at Superior, Wis. The business will probably be continued under the old name by Mr. Rueping.

The Fond du Lac Malt and Grain Co. of Fond du Lac, Wis., purchased during January nearly 40,000 bushels of barley from farmers at that market. It is said that more grain is coming to that market than for many years before.

The La Salle Malting & Brewing Association at La Salle, Ill., has been incorporated with a capital stock of \$50,000. The incorporators are: B. B. Moss, Thomas N. Haskins, Robert E. Haskins, Walter A. Penneck and James J. Hardy.

Christiau Mennel, one of the founders of the brewing firm of Sprattler & Mennel, Paterson, N. J., and treasurer of the Paterson Consolidated Brewing Co. of that city, died at his residence in Paterson on January 6, after an illness of about a year.

The Standard Brewing Co., capital stock \$100,000, has been incorporated at New Orleans, La., for the purpose of conducting a brewery, etc., by Charles H. Schenck, Henry Armbruster, Peter Blaise, Frederick Raquet, Charles Wirth and John Fitzpatrick.

A brewery is to be built at Brooklyn, N. Y., by the Brooklyn Park Consumers' Brewing Co. The brewery is to have a capacity of 100,000 barrels of beer per annum, with cold storage for 50,000 barrels. The plan also includes machine and barley houses.

It is said that the barley crop on the great San Joaquin ranch in Orange County, Cal., was not so large in 1897 by 75,000 sacks as in a former year (that of 1894), yet it exceeded the crop of 1896 by fully 100,000 sacks, and in a financial way is a great success.

The New England Brewing Co., Hartford, Conn., was recently incorporated with a capital stock of \$300,000 by Thomas Ryan and Hugh T. Morgau, Syracuse, N. Y.; John R. King, Springfield, Mass.; Thomas McNierney, Hartford, and A. C. Wagner, Philadelphia.

BUFFALO'S BARLEY TRADE.

According to Greater Buffalo the recent growth of Buffalo's barley trade has been enormous. The increase in the barley trade during the last ten years has been from 1,000,000 bushels to 17,000,000 bushels in 1897. Buffalo is now the center of the barley trade of the East. It is the gateway through which the produce of the West must pass, and therefore the natural distributing and jobbing point for this great traffic.

In 1890 the changes made by the McKinley tariff law shut out Canadian barley, of which a large amount was formerly imported into the country. The farmers of the West were quick to take advantage of this new market, and Buffalo received most of the benefit of the altered conditions. Steadily and surely the receipts of barley increased, and in the last few years the business has made enormous gains.

The two principal uses of barley—in fact, almost the sole uses, are to furnish drink for men and

food for animals. Only the better quality is used for malting. Some years the crop is so superior that the larger part can be malted. In other years it is very difficult for the maltsters to obtain suitable barley even at a high price.

There are in Buffalo and its immediate vicinity a large number of malthouses, and the prominence of the malting industry is another reason why Buffalo is a great barley market. Fully 25 malthouses are in operation in the city alone, representing an immense investment, employing large numbers of men, and using about 4,000,000 bushels of barley annually.

THE BARLEY WEEVIL.

P. Lindner has had these two barley pests under examination during the last 12 months, and now gives the following particulars of their habits, etc. The weevil (*calandra granaria*) preys on the barley grain both in the larval state and when fully developed. Given the choice of barley and malt, it selects the latter. A hole is bored by the female and the eggs are deposited singly; a pair of weevils, on being shut up in a glass vessel along with a number of malt grains, infected the whole within a month, the larvæ being found in various stages of growth when the grains were subsequently opened for examination. The larvæ gorge on the internal substance of the grain and become fat, exhibiting a peculiar power of absorbing the small proportion of moisture in the malt. The weevils are endowed with an extraordinary degree of vitality under unfavorable conditions, some having been found alive in samples of barley after being corked up for between four and five years, and that notwithstanding the disagreeable effluvia prevailing in the vessels in which they were contained.

After passing through the pupal stage the weevil eats its way out of the grain, but frequently experiences some difficulty in getting its body through the aperture made. The excrementitious matter left by the larvæ forms a whitish or yellowish dust composed of cylindrical granules. Apparently the grub has the power of completely digesting the starchy matter in the grain, unless it has eaten too much, but no starch is found in the pupæ.

A considerable increase in temperature is produced in heaps of grain infested with this pest, the upper layers of barley in a sack attacked by the weevil registering 20° R. (77° F.) whereas the surrounding temperature was only 14° R. (63½° F.)

Owing to the excavation of the interior, and the fatty nature of the insect, infected grains are specifically lighter than sound ones, and will float when the barley or malt is steeped.—Wochenschrift fuer Brauerei.

The Maltine Co. of Silver Springs, Wyoming County, N. Y., has been incorporated with a capital of \$1,000,000, to manufacture malt foods and medicines. The directors are Lieut.-Gov. Timothy L. Woodruff of Brooklyn, Lucius H. Bigelow of New York City, and Rodney A. Ward of Montclair, N. J.

The Consumers' Malting Co., Chicago, which was recently incorporated with a capital stock of \$200,000, is said to be a strong concern. The shareholders are some of the largest brewers and malt consumers of the country. It has leased a very large Chicago malting plant with a capacity of at least 1,000,000 bushels.

On the 600-acre farm of H. J. Puterbaugh, one mile south of Mackinaw, Ill., is a mammoth corn crib, said to be the largest in the world. It is 10 feet wide, averages 11 feet high, and is over 49 rods in length, reaching nearly across a 40-acre field. It contains 39,600 bushels of corn, which is the surplus that he has accumulated since 1894.

E. P. Mueller of Chicago has purchased the salvage of 1,163,558 bushels of grain stored in the Union Elevator at East St. Louis, Ill., which burned recently. The price reported was \$100,000, subject to elevator charges. Experts who examined the salvage reported that not less than 65 per cent. of the grain could be taken from the elevator ruins in fairly good condition. Paine Brothers & Co. of Milwaukee have taken the contract for drying the grain.

MINNEAPOLIS GRAIN TRADE FOR 1897.

In writing of the grain trade of Minneapolis for 1897 Colonel G. D. Rogers, secretary of the Chamber of Commerce, says: The year 1897 was, in a general way, one of the most active in the grain trade of any in the history of Minneapolis. No previous season had witnessed so large an amount of grain brought to this city as has come in the last twelve months. There was an increase of some 3,000,000 bushels in the quantity of wheat received, nearly 3,000,000 bushels increase in receipts of corn, and some 6,000,000 increase in the receipts of oats. Barley, rye and flax show large increase also, the latter by more than 150 per cent. Unlike the previous season, there was very little grain brought forward from previous harvests, with the result of the arrivals being chiefly productions of the current season.

The movement of the grain crop of 1897 in Minnesota and the Dakotas was much more rapid than had been expected, with the result that an unusually large amount has been received here up to the beginning of the new year.

There are several reasons that have contributed to this end. Among such reasons are that prices were satisfactory to the producers; the weather during the harvesting and thrashing periods was of the most favorable character for pushing forward such work. With the marketing the same favorable weather continued, with good roads and unusually attractive markets.

Prices were higher than last year. Last year they were higher than the preceding year, and while it was felt by farmers generally that there was little danger of a recurrence, this season, of low prices experienced for many past years, they acted upon the principle that it would be better to move their grain to market and receive the earnings of the season than to carry it along at their own risk of price, with full granaries, to another season, taking the chance of decline and waste. They were also stimulated thereto by the active demand for cash wheat, which kept the cash wheat market above the market for future months, in all places where grain was bought and sold, in this country and in Europe.

This success of quick marketing brought to Minneapolis more grain in the first five months of the crop year—August 1 to December 31—than in any other season. An unusually large proportion of the crop marketed during that time came here, caused to some extent by the low supplies existing here at the end of the previous crop season.

In estimating the amount of wheat to come forward, yet in the crop season, it might be well to refer to the arrivals of previous years; comparing this season with the results of others.

The arrivals for the first five months of the crop year, or until December, it is estimated were about 70 per cent. of the possible arrivals for the crop year of 1897-98. In 1896, 66 per cent. of the receipts were in by January 1; in 1895, 61 per cent. had come forward; in 1894, 67 per cent.; in 1893, 64 per cent.; in 1892, 64 per cent., and in 1891, 57 per cent.

If it be allowed that 30 per cent. of the crop of 1897 was back on January 1, there would be approximately 30,000,000 bushels due to arrive at Minneapolis and Duluth, previous to Aug. 1, 1898. Last year, and in all preceding years, the amount that came forward in that period was greater than had been expected, but this season it does not appear probable that the arrivals can much exceed that, from the well-known close marketing that farmers have done in the first half of the crop year.

The coarse grain movement has exceeded all previous years, aggregating more than 27,000,000 bushels in 1897. When the Chamber of Commerce building was erected in 1883, which was the first season that the association did much business, the total receipts of grain of all kinds, including wheat and flax, did not reach that amount. Altogether the grain and flax receipts for the last year exceeded 100,000,000 bushels. In 1896 they were 85,000,000 bushels, in 1895 74,000,000 bushels, and in 1894 65,000,000 bushels.

The greatest increase in grain of any one kind

this season above any other was in oats. It is found, with the increase of diversified farming and the increase in the number of farm animals, there is much increase in the cultivation of coarse grains.

MINNEAPOLIS ELEVATORS.

Last year Minneapolis received over 100,000,000 bushels of grain, 72,801,530 of which were wheat. It is the greatest wheat market of the world. The receipts of wheat at Duluth-Superior last year were 47,669,543 bushels; at Chicago 27,639,897; at New York 24,935,538; at Kansas City 23,628,311; Baltimore 15,961,620, and St. Louis 11,392,481 bushels.

Minneapolis has thirty-seven elevators, their aggregate capacity being nearly 28,000,000 bushels, so the city's grain trade is well cared for. The elevators, the men at the heads of the companies who operate them, and the capacities of the elevators are as follows:

OPERATED UNDER CHAMBER OF COMMERCE RULES.	
	Capacity, bushels.
Atlantic, Pillsbury-Porter.....	500,000
B. Como, Great Northern Ry.....	900,000
C. Pillsbury-Porter.....	1,000,000
Central, Peavey.....	250,000
Crescent, Harrington.....	400,000
E. 1 and 2, Wheeler.....	200,000
Great Northern No. 1, G. N. Ry.....	1,500,000
Great Northern No. 2, G. N. Ry.....	750,000
Great Western No. 1, Morrison.....	550,000
Interior No. 2, Peavey.....	250,000
Interior No. 3, Peavey.....	1,000,000
Inter-State No. 1, Van Dusen.....	700,000
Inter-State, No. 2, Van Dusen.....	1,000,000
K. Bacon.....	350,000
Midway No. 1, Sowle-Gregory.....	570,000
Midway No. 2, Sowle-Gregory.....	600,000
Northwestern No. 1, Robbins.....	900,000
Shoreham, Osborne-McMillan.....	750,000
Standard, Sowle-Gregory.....	500,000
Star, Van Dusen-Harrington.....	2,250,000
Union, Amsden-Porter.....	2,300,000
Victoria, Cargill.....	300,000
Woodworth, E. S. Woodworth Co.....	160,000
X, Bagley.....	450,000
Total.....	18,130,000

OPERATED UNDER STATE WAREHOUSE LAW.	
Monarch, No. 1, Peavey.....	200,000
Monarch, No. 2, Peavey.....	1,000,000
St. Anthony, No. 1, Dunwoody-Brooks.....	1,500,000
Interior, No. 1, Peavey.....	1,750,000
Great Western, No. 2, Morrison.....	1,000,000
Northwestern No. 2, Robbins.....	100,000
Republic, Peavey.....	1,750,000
Total capacity under state laws.....	7,300,000
Total capacity under Chamber of Commerce laws.....	18,130,000

Total capacity regular elevators.....	25,430,000
PRIVATE ELEVATORS.	
St. Anthony No. 2, T. C. Metcalfe, supt.....	300,000
Elevator B, C. M. & St. P. Ry.....	1,300,000
Pillsbury Elevator, James Everington, manager.....	550,000
City Elevator, City Elevator Co.....	130,000
Diamond Elevator, Diamond Elevator and Milling Co.....	100,000
Brooks, Griffiths Co., elevator.....	125,000
Total private.....	2,505,000
Total regular.....	25,430,000

Total capacity.....	27,935,000
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SCOOP-SHOVEL MEN AND THE KANSAS ASSOCIATION.

The Kansas Grain Dealers' Association has opposed the scoop-shovel men of the state so persistently and successfully that one irregular dealer (not mentioned by the commercial agencies) has finally turned upon the regular dealers with a cry of "trust!" "combine!" and asked the Attorney General to take steps to dissolve the Grain Dealers' Association. The scoop-shovel complainant, in writing from Kelly, Nemaha County, says: "There has sprung up an association which is known as the Kansas Grain Dealers' Association. The aim they are working at is to deprive farmers of shipping their own grain, and they are also trying to freeze out track buyers by keeping the railroads from furnishing them cars. What we wish to know is if the state law will not bar this Association under the head of a corporation or combine? It has created a great deal of trouble here."

The Kansas dealers have no cause for fear, for they stand on perfectly safe ground. If the regular grain dealers' association attempts or even succeeds in inducing the railroad companies to refuse to permit cars to be used for warehouse purposes the

regular dealers are in no wise amenable to the law for having used their influence in behalf of the transportation business of the country. They only induced the railroad companies to do what they should have done unsolicited. Some of the roads who seem to have a correct idea of the working value of their cars have refused to give a car to be loaded by shoveling grain from wagons. Elevators are constructed for the handling and rapid loading of grain, and where they are provided their use should be required.

Late Patents

Issued on January 11, 1898.

Sack Filling and Sewing Machine.—Arthur T. Timewell, Chicago, Ill., assignor to Albert Dickinson, same place. No. 597,075. Filed Feb. 8, 1896.

Sectional Door for Grain Cars.—Geo. W. Peterson, Leonardville, Kans. No. 597,087. Filed Feb. 15, 1897.

Hay or Grain Elevator and Distributer.—Clarence D. Beckwith, Goodell, Iowa. No. 597,096. Filed May 24, 1897.

Baling Press.—Chas. T. Creal, Edwards, Ind. No. 597,103. Filed May 22, 1897.

Gas Engine.—Charles Quast, Marion, Ohio. No. 597,326. Filed March 8, 1894.

Conveyor.—Geo. B. Krug, Goodfarm, Ill. No. 597,376. Filed Feb. 11, 1897.

Issued on January 18, 1898.

Gasoline Engine.—Wm. R. Bullis, Chatham, N. Y. No. 597,389. Filed June 16, 1897.

Baling Press.—Wm. T. Younger, Austin, Texas. No. 597,478. Filed March 3, 1897.

Pea Huller.—Horis G. Francis, Dexter, Mo. No. 597,609. Filed June 9, 1897.

Issued on January 25, 1898.

Differential Gas Motor.—Geo. G. Smith, St. Albans, Vt. No. 597,749. Filed May 10, 1897.

Gas Engine.—Herbert H. Hennegin, St. Louis, Mo. No. 597,771. Filed June 16, 1896.

Conveying Apparatus.—Lewis D. Castle, Greensburg, Pa. No. 597,837. Filed May 17, 1897.

Conveying Apparatus.—Lewis D. Castle, Greensburg, Pa. No. 597,838. Filed May 17, 1897.

Explosion Engine.—Spencer Rolfe, Teddington, Eng., assignor of one-half to Frederick Hornby, Boscombe, Eng. No. 597,860. Filed March 13, 1897.

Explosive Engine.—Elias D. Strong, Chicago, Ill. No. 597,921. Filed Jan. 25, 1897.

Gas Engine.—Samuel S. Simrak, San Francisco, Cal., assignor to A. R. Herman, same place. No. 598,025. Filed June 22, 1896.

Issued on February 8, 1898.

Gas Engine.—Leopold F. Burger, Dayton, Ohio, assignor of three-fourths to Victor P. Van Horne, same place. No. 598,496. Filed Sept. 17, 1896.

Elevator Bucket.—Benj. W. Tucker and Wm. S. Corwin, Newark, N. J. No. 598,829. Filed Oct. 12, 1897.

Explosive Engine.—Alexander Winton, Cleveland, Ohio. No. 598,832. Filed Nov. 27, 1896.

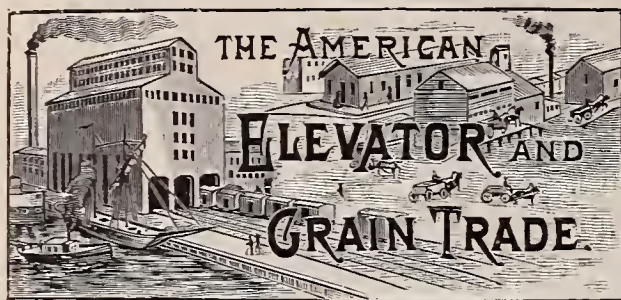
Mnfler for Gas Engine.—Chas. S. Bird, Jackson, Mich., assignor of one-half to Henry C. Ransom, same place. No. 598,845. Filed Feb. 20, 1897.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 18 months ending with January, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1897-98.	1896-97.	1897-98.	1896-97.
August.....	813,160	1,770,160	299,108	1,060,659
September.....	696,000	1,627,480	557,895	1,399,514
October.....	424,560	2,014,920	373,312	515,159
November.....	671,870	874,640	437,218	259,916
December.....	436,648	643,272	486,379	238,865
January.....	189,080	362,500	162,128	330,307
February.....	.....	344,520	.....	137,185
March.....	.....	307,980	.....	207,725
April.....	.....	176,900	.....	524,237
May.....	.....	164,720	.....	782,273
June.....	.....	290,000	.....	141,478
July.....	.....	251,720	.....	134,445
Total bushels.....	3,231,318	8,828,812	2,316,050	5,632,013

When a bushel of wheat will pay for four bushels of oats and another bushel will pay for more than three bushels of corn, it would seem as if either wheat ought to be cheaper or corn and oats higher. —Farmers' Tribune.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1898.

The telegraphic record on the Chicago Board has been broken by the transmission, receipt and execution of an order to buy wheat from New York in eighteen seconds. But people have been sold out in quicker time than that.

The grain men and millers of Evansville and Mount Vernon, Ind., and Henderson, Ky., have organized an association to obtain better rates from the railroads, claiming that they do not stand an equal show with Cincinnati and other points on shipments South.

A Northwestern journal devotes the greater part of a page to giving the views of prominent speculators and dealers on the bull and bear side of the wheat market. That sort of information is about as reliable as the views of candidates on their chances for election.

Elevator owners who have put in a good wheat separator and cleaned the farmers' wheat before weighing it have surprised the farmer by returning a large amount of screenings to him and been startled by the large amount of dirt they had been buying at wheat prices. A good cleaner, if used in this way, will pay for itself in a short time.

The Interstate Commerce Commission has rendered a decision, dated February 11, pronouncing the terminal charges on cars of stock delivered to the Union Stock Yards at Chicago as excessive and illegal. The Commission holds that the railroads have the right in their charges only to reimburse themselves for the trackage charges made by the Union Stock

Yards Co. and that it is illegal and a violation of the Interstate Commerce Act to make a separate terminal charge.

A prominent firm of London corn brokers has made complaint against Philadelphia corn inspection, but it seems the complaint is not supported entirely by facts. According to Philadelphia's Chief Grain Inspector the statement is a gross exaggeration and can be proved so by the complainant's samples. Philadelphia grades have very seldom been complained of abroad and it will be better to wait until all the evidence is in before condemning the work of the Philadelphia inspection department.

Speaking of the steel elevator at Fort William, Ont., the Chronicle, a New York insurance paper, mentions the fact that no insurance will be carried and that the saving in premiums in seven years is expected to pay the first cost of construction. And it proceeds: "Naturally this leaves the fire insurance men out in the cold to hustle elsewhere for risks, and many an original but silent anathema will be hurled at the head of the man who has evolved another devilish idea to lessen premium incomes." Perhaps if the insurance men had been wise enough and prompt enough to lessen the insurance premiums themselves people would not be so anxious to devise means of rendering insurance unnecessary.

Superintendent Aldridge of the New York State Department of Public Works thinks he has a better way of checking the greed of the Buffalo elevator pool than by building and operating state elevators, or condemning, under the right of eminent domain, some of the private houses now in existence. In his annual report, submitted to the Legislature February 14, he recommends that the power to fix terminal charges on canal grain traffic at Buffalo and New York be lodged with the Canal Board, on the recommendation of the Superintendent of Public Works. He would amend the law of 1888 so that besides including the charges for "elevating, receiving and weighing grain," the law shall also cover the rate for storing, loading and blowing grain, and all other services performed by elevators. The present law is evaded by exorbitant charges for the services not specifically named in the law of 1888, by which the charge was fixed at the specific sum of $\frac{5}{8}$ of a cent per bushel, and was intended to include all possible charges. The strong point of Superintendent Aldridge's recommendation is that the law of 1888 has been declared constitutional; so that if the state may fix the charge for "elevating, receiving and weighing" grain, it may certainly fix the charge for any other service performed by elevators. The state has, therefore, the constitutional right to regulate the elevator charges, and there is really no good excuse for going into the business of building state elevators on the one hand, or surrendering to the pool on the other. If the state will adopt some such sensible suggestion as the above and show a little sand, the pool will fall apart, especially if the rates are fixed at a point which affords a reasonable profit in the operation of an elevator.

REGULAR DEALERS ORGANIZING.

It is gratifying to note that the organization fever is spreading and that the regular grain dealers of Maryland, smarting under a long train of abuses, met at Baltimore on the 14th instant for the purpose of organizing a state grain dealers' association. The dealers of Evansville, Ind., have recently taken similar steps, and the dealers of Connecticut have organized an association.

The dealers of Maryland are determined to have correct weights at Baltimore, and it is to be hoped they will keep at work until they get them. Those engaged in other lines of business are organized, and many of them had less troubles in common when they started than the regular grain dealers. The grain dealers have so many common interests that can be advanced by united effort that it is a wonder they have not a strong association in every state to deal with local troubles and to act with the National Association in matters of interest to all.

The Kansas, the Illinois, the Southwestern Iowa and the National Association are all growing and doing more effective work, and the time is surely ripe for the regular dealers of other states to get together and secure relief from the impositions which burden their business. Maryland dealers have set a good example, let others follow.

ANTI-OPTION LAW IN GERMANY.

The German Anti-option Law has now been in operation something over a year, having gone into effect Jan. 1, 1897. The Agrarians, at whose instance the law was passed, confess themselves for the most part as disappointed with its results. Instead of raising the price of grain at Berlin and other places where the operation of the law suppressed the exchanges, a comparison of grain prices at Berlin, Vienna, Pesth, Paris and other continental cities through the entire year of the law's existence shows that wheat has been considerably lower in Berlin than the average price in six other cities and lower than in 1894 or 1895.

This is what any rational beings would expect. Except under special and unusual influences, the fact that a commodity is a subject of speculation, whether the commodity be land or mines or grain, tends to raise the price. In looking about for a cause of agricultural depression the Agrarians felt it necessary to diagnose the case somehow and laid the complaint at the door of speculation. Evidently its diagnosis is wrong. Mr. Mulhall, on the other hand, shows what the real trouble is with German agriculture. With a population of 52,000,000, Germany has substantially as large a farming population as the United States; and yet she imports food. The reason, or one reason, Mr. Mulhall points out is that 80 per cent. of the farms are so small that it is impossible to use improved machinery. There are other reasons, also, such as the military system; but the chief cause is as stated above. It is manual labor competing against improved machinery; and hence prices for grain have been made in Ger-

many not on the basis of the cost of the home-grown article but on that grown abroad under more favorable conditions.

THE GRAIN BUYER AND CROP LIENS.

Some of the crop lien laws of the various states are absolutely vicious and work injustice on the grain buyer by requiring him to protect himself from fraud by unusual and troublesome expedients. A case is cited elsewhere in this paper where an elevator company in Illinois has filed a bill in court to determine which of three parties it shall pay for some grain delivered to it, all being claimants. In the ordinary course of business the grain would have already been paid for, and under the ridiculous landlord crop lien law of Illinois it is possible it would have been paid to the wrong party.

From the state of Washington comes another beautiful example of this lien business. In the Superior Court of Whitman County the judge has decided that those who buy grain are responsible for all the work done in harvesting and thrashing it, if the farmer who raised the grain has not paid his help in full before the grain is sold, if the laborer has filed his lien within the time allowed by law, which is 40 days; and by that time the grain might be on its way to Liverpool. Comment on that sort of thing is unnecessary; besides, its proper characterization would not look well in print.

LONG AND SHORT HAUL IN MISSOURI.

The Missouri Board of Railroad and Warehouse Commissioners has rendered an opinion in a case involving the long and short haul clause of the state law, which is of interest to shippers generally. The decision was given in the case of B. A. Hughes versus the Chicago, Rock Island & Pacific Railway Co. The complaint was that the railroad discriminated in rates charged for the transportation of grain and mill products from Edgerton, Mo., to Kansas City and St. Joseph, against plaintiff and in favor of Dearborn and Plattsburg shippers. The distance from both points to the destinations named was greater than from Edgerton, being nine miles in one case and twelve miles in the other.

The defendant company admitted that it made a greater charge for the short than for the long haul, but justified itself on the score of competition. At Plattsburg it had to meet the competition of the Atchison, Topeka & Santa Fe to St. Joseph, the distance by this road being only 29 miles, while by defendant's road it is 54 miles. At Dearborn the Rock Island has to compete with the Chicago Great Western for Kansas City business, the distance of the latter road being 49 miles, while by the Rock Island it is 76 miles. The rate from Edgerton was 11 cents per 100 pounds to Kansas City, while from Dearborn, nine miles further, it was 7 cents.

The Board of Commissioners declined to take the railroad's view of the matter, that competition with other roads justified the less rate for the longer distance. "If," says the opinion, "the charge of 6 cents per 100 pounds for the transportation of grain and mill products 54 miles is

reasonable, then the charge of 9 cents per 100 pounds on the same commodities 46 miles is unreasonably high; and so, if 7 cents per 100 pounds for the transportation of some commodities a distance of 76 miles is reasonable, then the charge of 11 cents per 100 pounds 64 miles on same is unreasonably high." It held that the circumstances and conditions at the three points and the volume of business were not such as to warrant the discrimination, and accordingly ordered the road to refund to plaintiff \$423.55, being the excess which he had paid the company on shipments between July 13, 1896, and November 27, 1897. The road was also ordered to correct its rates without delay, so as to conform to the opinion of the Commission.

"THE POOL IS SPLIT."

Such is the entertaining and welcome news which the dispatches bring in regard to the Western Elevating Association of Buffalo, otherwise known as the Elevator Pool, and by several other titles not so complimentary. The same welcome intelligence is carried over the glad wires about every so often, until it seems like an old friend to see it in the newspapers. A variety of reasons are assigned for the coming dissolution, which, we remember, was definitely announced as having taken place last November. First, there is the competition of the independent elevators; second, the hostility of the lake carriers; third, the decrease in steam shovel charges; fourth, the proposed hostile legislation and so on.

We trust the pool is actually split. If there is a wedge in it, we hope somebody will drive it home. But the vitality of the octopus is something phenomenal. The alleged plurality of lives belonging to cats is nothing to the grip on existence shown by the elevator pool. If it is really dead, won't somebody kindly watch with the corpse and see that it stays dead?

THE ELEVATOR WAR.

The unending elevator war in New York state has broken out again, as it always does between the close and opening of navigation. As usual, it has got into the legislature and Mr. Fitzgerald has introduced a bill appropriating \$500,000 to build three elevators in New York and three in Buffalo. The elevators are of course to be managed by the state and run in competition with the pool's elevators. The charges are fixed at the figure which the state law already provides; and the bill is essentially one to make the present law effective, which it never has been, owing to its defective character, which permitted its easy evasion.

There are other bills of the same general tenor before the legislature. One appropriates \$120,000 for the purchase of four grain elevators at Buffalo and provides that the State Superintendent of Public Works may institute condemnation proceedings to take such elevators as he may decide are best suited for the state's purposes. Another proposes to regulate the railroads in behalf of the port of New York by fining and imprisoning railway officials who discriminate in favor of other ports.

Of course these legislative bills are expected to cure the evils complained of, if they pass. But the chances are that they won't pass.

What Buffalo and New York need is competition and the bills propose to make the competition by spending public money to get it. Men will differ as to the wisdom of such a course. The wiser will deprecate it and all will deplore the state of facts that suggests it.

TO STOP RATE DISCRIMINATION.

A bill has been introduced in the Ohio Legislature making it unlawful for any railroad to make rates discriminating in favor of any shipper. This will apply only to shipments originating and terminating within the state, but if the state succeeds in preventing discrimination within its own boundaries it will have done much for its shippers. Other states have attempted it, but as yet have not succeeded in stopping the granting of discriminating rates. That every state needs stringent regulations on this subject is evidenced by the continued complaint of shippers against the existing discriminations, which make it almost impossible for some to do any business.

It is time the grain shippers were getting together and making a united effort to stop the granting of cut rates to a favored few. Such rates are fair to none and will always make trouble and cause some to suffer.

THE COUNTRY ELEVATOR MAN IN THE FEED BUSINESS.

An Iowa elevator man who recently put in a feed mill to utilize power, space, labor and material that were going to waste advertises in a local newspaper that he will grind corn in lots of 10 bushels or more for four cents a bushel, and lots under that amount five cents a bushel; coarse chopping three and one-half cents, fine chopping four cents. In many small country towns there is a good demand for feedstuffs. Much is shipped into some of the towns, while the trade of others keeps several feed mills running.

The elevator man is in a better position to take advantage of this demand than any other merchant, the miller alone excepted, and it is not easy to understand why more of the elevator men have not added this line of business. Most of the country elevator men have ample power and room to spare for a feed-grinding plant, so the expense of equipping their elevators for this work would not be great. They could utilize their power for grinding feed when not needed for the regular work and could grind much screenings and off grade grain into feed and get a good price for the product. In very few cases would there be any extra expense for labor. Under such favorable circumstances success would seem to be assured.

A conference of leading representatives of industries dependent on corn will be held in Chicago, February 16, to decide upon the form of organization best adapted to make a successful effort at home and abroad to increase the use of corn. A large number of representatives of boards of trade, railroads, manufacturers of implements and machinery have signified their intention of being present. This is on the line of the movement inaugurated by the Orange Judd Farmer and commented upon in these columns in our December issue.

EDITORIAL MENTION

A well coopered car does not often scatter the shipper's grain along the way.

The steel elevators and tanks are bringing dejection to the insurance men.

Better facilities for and greater care in weighing will help to reduce the shortages.

A clean bill of lading would relieve grain shippers of all worry about shortages in their shipments.

Do not load old cars heavily. If you do they will bulge and a shortage will occur in your shipments.

The barley grading has been abandoned in most markets and the trade is conducted almost entirely by sample.

If the railroad companies would guard the loaded grain cars while standing in the yards at terminals, fewer shortages would be reported.

The Kansas scoop-shovel man who complains that the Kansas Grain Dealers' Association is a trust, must have attempted to gain admission to membership in the Association.

The Senate has left the clause providing for the purchase of seeds for free distribution in the appropriation bill, and the stuff will be distributed among the "agriculturists" as usual.

The Illinois Grain Dealers' Association will hold its next meeting on March 10, at either Chicago or Decatur. It will be some days before the place of holding the meeting is finally decided upon.

Representative La Monte's bill, taxing grain in Illinois elevators, is dead—killed in the House by a vote of 78 to 18. It seems the grain dealers of the state still have a little influence with the Legislature.

The newspapers are again talking of the idea of carrying grain from Chicago to the Atlantic seaboard "in a ventilated shaft." The idea at least has been thoroughly ventilated, as this is its sixth or seventh annual revival.

The state grain inspector of Kansas has filed his report for the month of January with the state auditor. We are pleased to note that it shows a surplus of \$97. This is appreciably better than a deficit, but a long ways behind the promised earning capacity of the grain inspection department when it was established.

Milwaukee grain dealers and millers are pleased with the recent decision of the Interstate Commerce Commission in the long-pending case of the Chamber of Commerce against the Milwaukee roads. When the freight schedules are reformed to meet the decision, the grain rates to Milwaukee, over a large extent of territory to the west of the city, will be from 2 to

3 cents per hundred pounds lower than at present. Such a difference is expected to revive both the grain handling and milling interests of the city.

The complaints against Cleveland grading serve to emphasize the opportunity for improvement in that market. Those in charge of the work have no reason to hesitate to institute reforms which will secure satisfactory grading.

The Maryland shipper who locked his car with a padlock and attached the key to the bill of lading at least succeeded in calling attention to an egregious wrong. Heretofore Baltimore has not been a great offender in the matter of shortages.

The cartoon in our last issue, "A Few Terms Used by Grain Inspectors," originated with W. C. Goffe, of the grain commission firm of Goffe, Lucas & Carkener of Kansas City, Mo., and appeared in one of their circulars. Credit was unintentionally omitted.

New York is again worrying about the decline of its export grain trade. The blame is laid upon the differential rate given the Atlantic ports south of it and upon the trunk lines, but not a word is said about the extortionate charges levied upon all grain as it passes through Buffalo and New York.

The Grain Dealers' National Association's scheme to secure the enactment of town ordinances taxing irregular merchants out of existence is being pushed earnestly by members in different parts of the country and gives promise of becoming the most successful scheme ever carried out for protecting the regular merchant from the scoop-shovel man.

In some parts of South Dakota and the Northwestern wheat region the question of renewing the seed has partially solved itself. The farmers have sold all their wheat and will have to buy seed. The quality of the last crop in some parts of the Northwest leaves no doubt as to the desirability of the introduction of good seed from some other more northern locality.

A farmer of Ingham County, Michigan, in a communication to the Michigan Farmer, has complained against the use of the grain tester, and writes in favor of a state law forbidding their use. If the regular grain dealers of the state would get together and oppose such ridiculous legislation they might be able to save themselves a lot of labor. Ohio dealers are fighting such a law at present and propose to take it to the highest court, if necessary, to have it pronounced unconstitutional.

It has been the practice at Peoria to give the grain samplers the bills of lading and thereby permit them to know to whom the grain was consigned. Fearing that the samplers might be guided, in a measure, by prejudice in taking the samples for the different receivers, it is proposed to give them only a list of the cars containing grain to be sampled. Then they would be kept in the dark as to the name of the shipper also, and would be more likely to make an honest effort to get a fair sample of every carload. It is a move in the right direction.

The Board of Trade cannot afford to hesitate to take every precaution to protect the interests of the shippers and receivers. Such a regulation may not be needed now, yet by making it trouble may be averted.

The Kansas City grain trade will long remember the year 1897 as one of the best years in the history of the trade, the total receipts aggregating over 50,000,000 bushels. The Board of Trade's new secretary is showing some enterprise in compiling and distributing information relating to the city's trade, and a further increase may be expected as a direct result of this advertising.

The insurance companies that have been contesting the claims arising from the burning of the Pacific elevators in this city in 1896, have compromised by giving the elevator company the amount of the award, \$268,432, less 10 per cent. The companies likewise compromised their honor when they went back on the award, and to withdraw from the contest of the award gets them out of a very unenviable position.

Mr. Leiter and his wheat have been a boon to newspaper men in furnishing them foundation for any amount of fake news. Mr. Leiter, according to the dispatches, is going to build a big elevator at Kansas City; is going to ship 'steen million bushels of wheat to Timbuctoo; has stopped all the mills and done divers and sundry other things which are next day denied by the papers, which straightway proceed to substitute some more information of the same kind to take its place. Mr. Leiter meanwhile keeps his own counsel and probably thanks his stars that he did not try to buy up the phenomenal crop of newspaper liars.

The status of the Indian wheat crop, which is harvested this month and will be ready for export in March, becomes something of a factor in making wheat prices. At last accounts the prospects of the wheat crop in Northern India were excellent. In other parts of India, where large crops of wheat have been grown in former years, as in Bombay, Berar and the Central Provinces, the prospect was not flattering. Consul-General Patterson, at Calcutta, estimates that the quantity available for export from the present crop will reach the average of the past ten years, or from 22,000,000 to 26,000,000 bushels.

According to the report of the Bureau of Statistics, breadstuffs exported during the seven months ending January 31, 1898, were valued at \$183,027,399, against an amount valued at \$121,945,132 for a like period ending January 31, 1897. The exports of the various grains for the seven months ending January 31, 1898, compared with the same period of the preceding year, was as follows: Wheat, 94,517,266, against 60,597,873 bushels; corn, 101,281,962, against 86,308,506 bushels; oats, 41,087,140, against 21,701,721 bushels; barley, 8,639,891, against 13,858,912 bushels; rye, 8,047,552, against 4,643,665 bushels. The amounts exported in January, compared with January, 1897, were as follows: Wheat, 10,011,192, against 5,811,759 bushels; corn, 18,006,054, against 16,105,192 bushels; oats, 4,620,889,

against 2,421,894 bushels; barley, 908,787, against 2,090,996 bushels; rye, 1,689,313, against 307,815 bushels; wheat flour, 1,475,899, against 1,295,192 barrels; corn meal, 60,697, against 40,660 barrels; oatmeal, 7,117,342, against 3,777,263 pounds.

The Wabash Railway is credited with intending to make a test case to determine its right to charge demurrage for the delay of its cars. As it will probably bear the expense of both sides to the case a very weak defense will be presented by the defendant, who has refused to pay the demurrage charge. If the case is to be tried on its merits a strong organization should be enlisted in behalf of the defense. It would prove an advantageous opportunity for the National Transportation Association to distinguish itself. If the railroads will insist upon charging for delays of cars they should be perfectly willing to pay for delay in transit of freight.

Prof. Bruner, who made a remarkable record in Kansas in connection with the grasshopper plague in that state, and is now in the Argentine under the auspices of the Argentine government, has made his preliminary report on the Argentine locust. He says that during the four or five months preceding January 1, 30,000 tons of the "voladoras," as they are called down there, have been destroyed through the agencies employed by the commission. He thinks that if the destruction be kept up at that rate for the next four or five months the locust will be nearly or quite in the power of its natural enemies. He is experimenting with three contagious diseases with the idea of introducing them among the locusts to help along the hand killing.

CHAFF

It is reported that a select committee of the British House of Commons will be appointed to inquire into the elevator system of Canada.

The Russian farmers of McPherson County, S. Dak., are said to raise a grain having the properties of both barley and rye, which makes a splendid feed for stock, and yields best in dry seasons. The seed was brought from Russia.

The South and West Grain and Trade Congress held its annual meeting at Tampa, Fla., February 8, 9 and 10. The usual amount of theorizing was indulged in, but no practical work was done. The Congress has not even been a success as a junketing tour for the delegates.

The congressional memorial recently sent out for signatures by the Grain Shippers' Association of Northwest Iowa is being generally signed throughout the state, and Secretary F. D. Babcock of Ida Grove is receiving many letters of encouragement from farmers and grain men who are interested in the work. Mr. Babcock says this is evidence of the fact that the people of Northwestern Iowa are alive to the discrimination that has been practiced against his section in the shipment of grains.

In his annual address W. S. Moore, president of the Duluth Board of Trade, said: In spite of difficulties the receipts of grain at the head of the lakes, all of which paid more or less tribute to the members of this Board, reached the splendid total of 70,000,000 bushels—10,000,000 more than any year except 1896, which exceeded 1897 by 7,750,000. The total mentioned was made up of 48,000,000 bushels of wheat, 2,000,000 bushels of corn, 7,000,000 bushels of oats, 2,000,000 bushels of rye, 5,500,000 bushels of barley, 5,500,000 bushels of flax. Included in the amount of wheat is 2,250,000 bushels received from Manitoba.

Trade Notes

All the elevator builders are a unit in reporting that the future of business looks very promising.

The Case Mfg. Co., Columbus, Ohio, has added another building, 165 by 75 feet, to its already large establishment.

Barnard & Leas Mfg. Co., Moline, Ill., has been doing a very satisfactory business in warehouse and elevator machinery all the fall and winter.

Paine Bros. & Co. of Milwaukee, Wis., have the contract for handling the salvage from the fire of the Union Elevator at East St. Louis. The Paine-Ellis Grain Drier is being used on the grain.

Charter Gas Engine Co., Sterling, Ill., writes us "Our business is the best that we ever had in the month of January, and we are hard crowded in spite of our having doubled our capacity last year."

Nordyke & Marmon Co., Indianapolis, Ind., have been busy all winter with a full force of men running full time. In fact they have had more men at work than for several years past at this time of year.

The number of gas and gasoline engines sold was never so large as at the present time. The horse that did service in the elevator and the husky boy that turned the hand-press in the rural printing office are both taking a vacation.

Tromanhauser Bros., elevator builders, and contractors, Minneapolis, Minn., have removed their office from the New York Life building to 616 Corn Exchange building. They write us that business prospects are good for the coming season.

The Western Grain Separator Co. of Fargo, N. Dak., has been organized to manufacture and sell the new Duval Grain Cleaner. The officers are: Johnson Wagner, president; J. H. Worst, vice-president; Lord Rupert, secretary; L. B. Stanton, manager.

Huntley Mfg. Co., Silver Creek, N. Y., after shutting down the first week in January for inventory, started up again full blast with orders enough on hand to work overtime. It expects an unusually busy season and another enlargement of the capacity of the works is one of the possibilities of the present year.

The N. P. Bowsher Co., South Bend, Ind., reports trade on its full line of mills as very satisfactory during the entire fall and winter. Its business has come not only from new territory, but also from increased sales, it writes us, in localities where the Bowsher mills have been in use. Naturally this class of trade, coming without solicitation or effort, is very gratifying.

The Link-Belt Machinery Co. of this city has made plans for rebuilding the Ewart building on Jefferson Street, near Washington, which was lately destroyed by fire. It will cover an area of 178x50 feet, and will have an L 100x65 feet. The exterior will be stone and brick, and the interior mill construction with steel girders and columns. The building will be erected as soon as building weather sets in.

The S. Howes Company, Silver Creek, N. Y., has sent us its wall calendar for 1898, printed in colors. It contains a reminder of the firm's extensive business in the shape of handsome cuts of each of the many machines manufactured by the company, and also portraits of President Louis E. Barbeau and Secretary F. L. Cranson. Any of our readers who have not received a copy of this calendar can obtain one by dropping a postal card to the company and asking for it.

We have received from The Jeffrey Mfg. Co. of Columbus, Ohio, the well-known manufacturer of the Jeffrey Standard Chain and Steel Cable Conveyors, a special catalogue describing its very complete line of specialties for handling logs, lumber, refuse, shavings, sawdust, slabs and offal generally. As in its other lines of specialties, The Jeffrey Company offers very complete handling apparatus for the purposes named. Anyone inter-

ested in the conveyor question to any extent, and nearly every manufacturing and handling business is, should write for the special circulars issued by this company. We notice, by the way, that The Jeffrey Company is now in its twenty-first year. It has reached a lusty and healthy age.

Frontier Iron Works, Detroit, Mich., report that they now have ready for the market four sizes of their new Frontier Vertical Gas and Gasoline Engine and that other sizes will be ready about March 1. This engine is especially designed for powers ranging from 1 to 10 horse power. Above this size they build their two-cylinder "Frontier Tandem" in sizes from 10 to 100 horse power. They report a largely increased demand for both types, especially for pumping and mill work.

Webster Manufacturing Co., this city, makes an important announcement under date of February 1. It is that it has purchased the business and good-will of W. W. Stephens & Co., 135 South Clinton street, Chicago. Messrs. Stephens & Co. succeeded in building up an excellent business with the grain elevator and flour mill trade and in their card to their patrons, announcing the amalgamation of their business with that of Webster Mfg. Co., take occasion to express their appreciation of the satisfactory character of the business they had done. In their circular to the trade Webster Mfg. Co. says, after a statement of the purchase: "Mr. Stephens has been elected vice-president of our company, and will have general charge of our sales department. In taking on the business of W. W. Stephens & Co., we have largely increased our general line and are in a position to furnish our customers with everything required in the way of grain elevator and mill supplies. We believe that our patrons will appreciate the utility of purchasing their entire furnishings from one house, as it will insure promptness of delivery, and we can guarantee to our customers prices as low as are consistent with first quality of supplies. Our policy has always been to produce the best of everything in our respective lines, and with an established record of more than twenty-one years before the grain trade, we can say, without fear of contradiction, that there is no company in the United States better prepared to attend to the wants of the grain handling trade than ourselves. Prices and discounts quoted in the January Price Current of W. W. Stephens & Co. will be acknowledged by this company and orders promptly filled."

The W. J. Clark Co., Salem, Ohio, has just published its illustrated Catalogue and Price List No. 22 of the "Salem" Elevator Bucket and other elevating and conveying specialties. Few people have any adequate idea of the different uses to which these buckets are put, or of the variety of styles and sizes made to accommodate these uses. In size the "Salem" buckets vary from a cup small enough for a match-safe (we use one for that purpose) to a bucket big enough to carry a boy, as one of the cuts shows. And for various purposes buckets are made with hinges, with perforations, with curved shelves, with round, square or acute heels, with saw-tooth edges, with flat, round or oval bottoms and some with no bottoms at all, a cross-section of the bucket being a triangle. And they are used for almost every conceivable purpose except running a bucket shop or raising the price of grain. The "Salem" is too well-known to need any introduction; but from the cut of the old-time leather elevator bucket on the back cover page, one can see how far the business has traveled when he glances over the array of all sorts of "Salem" buckets figured in this catalogue. A trade catalogue is a purely business publication and the catalogue before us is a model in that respect, being concise and clear. But it is also interesting to anyone who keeps an eye on the world's work and likes to note how it is done. The catalogue's 65 pages, besides fully illustrating and describing the subject in hand, shows one of the many romances of industrial progress that we see about us. For, the application of a simple device to so many uses has all the surprise of a "wonder story." The catalogue will be sent by the W. J. Clark Co. to those who will request a copy.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since January 15 has been as follows:

January.	NO. 2 R.W. WHT.		NO. 2 SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....					27	27 1/4					122	122
16.....					27 1/4	27 3/4	23	23	44 1/2	44 1/2		
17.....					27 1/4	27 3/4	23	23	44 1/2	44 1/2		
18.....					27 1/4	27 3/4	23	23	44 1/2	44 1/2		
19.....	92 1/4	93			27 1/4	27 3/4	23	23	44 1/2	44 1/2		
20.....	92 1/4	92 1/2			27 1/4	27 3/4	23	23	45	45		
21.....					27 1/4	27 3/4	23	23	45	45	124	124
22.....					27 1/4	27 3/4	23 1/4	23 1/4			123 1/2	123 1/2
23.....					27 1/4	27 3/4	23	23				
24.....	94	94			27 1/4	27 3/4	23	23			128	128
25.....					27 1/4	27 3/4	23 1/4	23 1/4			126	126
26.....					27 1/4	27 3/4	23 1/4	23 1/4			127	127
27.....					27 1/4	27 3/4	23 1/4	23 1/4	46	46	127	127
28.....	100	100			27 1/4	27 3/4	23 1/4	23 1/4	48	48	125 1/4	125 1/4
29.....					27 1/4	27 3/4	23 1/4	23 1/4				
30.....					27 1/4	27 3/4	23 1/4	23 1/4				
31.....					27 1/4	27 3/4	23 1/4	23 1/4				
Feb. 1.....					27 1/4	27 3/4	23 1/4	23 1/4				
2.....	101	100			27 1/4	27 3/4	23 1/4	23 1/4				
3.....	98	98			27 1/4	27 3/4	23 1/4	23 1/4				
4.....					27 1/4	27 3/4	23 1/4	23 1/4				
5.....					27 1/4	27 3/4	23 1/4	23 1/4				
6.....					27 1/4	27 3/4	23 1/4	23 1/4				
7.....			90 1/2	90 1/2	27 1/4	27 3/4	23 1/4	23 1/4				
8.....					27 1/4	27 3/4	23 1/4	23 1/4				
9.....					27 1/4	27 3/4	23 1/4	23 1/4				
10.....					27 1/4	27 3/4	23 1/4	23 1/4				
11.....					27 1/4	27 3/4	23 1/4	23 1/4				
12.....					27 1/4	27 3/4	23 1/4	23 1/4				
13.....					27 1/4	27 3/4	23 1/4	23 1/4				
14.....					27 1/4	27 3/4	23 1/4	23 1/4				

*Holiday.

During the week ending January 22, Prime Contract Timothy Seed sold at \$2.70@2.77 1/2 per cental; Prime Contract Clover Seed at \$5.00@5.10; Hungarian at \$0.60@0.75; German Millet at \$0.60@0.80; buckwheat at \$0.55@0.65 per 100 pounds.

During the week ending January 29 Prime Contract Timothy Seed sold at \$2.70@2.80 per cental; Prime Contract Clover Seed at \$5.00@5.10; Hungarian at \$0.65@0.80; German Millet at \$0.70@0.90; buckwheat at \$0.55@0.70 per 100 pounds.

During the week ending February 5, Prime Contract Timothy Seed sold at \$2.80@2.82 1/2 per cental; Prime Contract Clover Seed at \$5.00@5.10; Hungarian at \$0.65@0.80; German Millet at \$0.70@0.90; buckwheat at \$0.55@0.70 per 100 pounds.

During the week ending February 11 Prime Contract Timothy Seed sold at \$2.77 1/2@2.82 1/2 per cental; Prime Contract Clover Seed at \$5.00@5.05; Hungarian at \$0.65@0.80; German Millet at \$0.75@1.00; buckwheat at \$0.55@0.75 per 100 pounds.

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of January, 1898, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	835,457	20,662	1,180,757	32,184
Corn, bushels.....	3,047,673	4,617,022	2,813,973	4,580,860
Oats, bushels.....	363,168	269,835	241,072	35,000
Rye, bushels.....	30,159	27,500	30,159	none.
Rough Rice, sacks.....	52,528	5,839	63,412	29,167
Clean Rice, barrels.....	721	637	12,592	11,036
Flour, barrels.....	43,645	38,053	43,656	39,238

Following is Secretary Smith's report of the movement of rough rice and clean rice at New Orleans from Aug. 1, 1897, to Feb. 1, 1898: Receipts of rough rice, in sacks, 393,216, against 363,818 for same period 1897. Shipments, 360,108, against 334,963 for same period 1897. Receipts of clean rice, in barrels, 3,041, against 3,770 for same period 1897. Shipments, 73,190, against 81,303 for same period 1897. Total stock clean rice February 1, 59,074 barrels, against 112,078 for 1897. Total stock No. 1 rough rice February 1, 12,265 sacks, against 8,948 for 1897. No. 2, 2,259 sacks, against 393 for 1897.

RECEIPTS AND SHIPMENTS AT CLEVELAND.

The receipts and shipments of grain, hay, etc., at Cleveland, Ohio, during the month of January 1898, as compared with the same period of the preceding year, were, according to F. A. Scott, assistant secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	248,993	80,643	224,451	121,660
Corn, bushels.....	795,349	42,169	436,164	525
Oats, bushels.....	466,478	81,736	183,205	None.
Barley, bushels.....	64,114	38,075	None.	None.
Rye and other cereals.....	25,777	11,653	6,934	12,892
Hay, tons.....				
Flour, barrels.....	68,780	35,100	20,210	14,860

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of January, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	33,00	87,000	4,800	61,200
Corn, bushels.....	1,264,000	1,688,250	622,250	447,750
Oats, bushels.....	606,250	806,700	616,650	1,140,600
Barley, bushels.....	214,600	177,400	134,400	129,500
Rye, bushels.....	10,400	15,600	2,400	4,800
Mill Feed, tons.....	715	270	5,870	6,858
Seeds, pounds.....		150,000	90,000	156,200
Broom Corn, pounds.....	150,000	60,000	120,000	67,800
Hay, tons.....	4,085	3,020	1,290	1,410
Flour, barrels.....	41,050	23,450	40,800	22,950
Spirits and Liquors, bbls.				
Syrup and Glucose, bbls.				

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of January, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	69,015	47,766	45,500	33,655
Corn, bushels.....	400,278	505,584	86,304	325,874
Oats, bushels.....	151,878	275,555	118,916	201,476
Barley, bushels.....	141,325	115,800	795	700
Rye, bushels.....	45,102	19,805	17,555	4,592
Clover Seed, bags.....				
Timothy Seed, bags.....				
Other grass seeds, bags.....				
Hay, tons.....	12,924	5,522	10,572	1,934
Flour, barrels.....	214,689	168,260	190,061	146,726
Malt, bushels.....				

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of January, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Commercial Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, cars.....	1,041,910	352,950	924,300	316,550
Corn, cars.....	2,121,750	1,812,750	1,274,250	718,500
Oats, cars.....	306,000	293,000	124,000	227,000
Barley, cars.....	1,600		1,600	
Rye, cars.....	39,000	8,450	32,500	15,600
Flaxseed, cars.....	4,000	5,000	1,000	500
Hay, cars.....	7,780	8,120	1,880	3,650
Flour, cars.....				
Bran, cars.....				

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of January, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,260,641	937,332	234,751	4,393
Corn, bushels.....	307,904	4,184		
Oats, bushels.....	256,642	657,142	3,888	3,158
Barley, bushels.....	54,142	279,372	1,420	5,262
Rye, bushels.....	128,461	202,357		714
Grass seed, pounds.....				
Flaxseed, bushels.....	109,338	121,526		
Flour, barrels.....				
Flour production Duluth and Superior.....	182,860	132,740	177,145	117,218

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of January, 1898, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	578,715	443,347	43,665	84,240
Corn, bushels.....	618,150	52,450	14,950	13,650
Oats, bushels.....	1,068,000	397,000	714,355	294,795
Barley, bushels.....	959,510	973,945	349,169	341,722
Rye, bushels.....	162,920	219,790	27,000	10,800
Grass seed, pounds.....	131,640	891,735	301,210	922,300
Grass seeds, pounds, tim.				
Flaxseed, bushels.....	10,350	30,165	5,220	19,525
Hay, tons.....	1,437	1,598	19	198
Flour, barrels.....	233,950	268,300	313,140	376,809

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during January, 1898 and 1897, of seeds, hay and broom corn:

Receipts.	Timothy lb.	Clover, lb.	Other Grass Seeds, lb.	Flaxseed, bu.	Broom Corn, lb.	Hay, tons.
1898.....	2,584,504	615,715	628,087	181,430	526,950	23,393
1897.....	2,760,082	771,922	609,617	385,220	419,470	25,938
Shipments	3,346,102	1,255,091	501,365	82,085	490,011	772
1898.....	2,968,712	2,271,890	1,147,683	122,466	424,343	1,784

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of January, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	5,352,510	3,206,670	793,300	539,840
Corn, bushels.....	397,380	251,290	76,220	23,500
Oats, bushels.....	1,186,970	1,332,040	203,720	649,850
Barley, bushels.....	91,530	244,320	24,270	90,580
Rye, bushels.....	53,460	114,750	33,250	92,060
Grass Seed, pounds.....				
Flaxseed, bushels.....	143,230	100,900	21,030	26,720
Hay, tons.....	2,137	1,303	176	25
Flour, barrels.....	18,555	11,094	970,342	815,702

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of January, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, centals.....	724,426	1,232,665	1,020,073	1,219,323
Corn, ".....	26,845	22,570	3,484	1,328
Oats, ".....	42,400	35,545	309	5,349
Barley, ".....	293,208	178,260	142,339	144,102
Rye, ".....	3,275	1,015		
Flaxseed, sacks.....	4,701	712		
Hay, tons.....	9,577	9,467	820	544
Flour, barrels.....	103,908	120,473	60,621	65,110

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of January, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	169,255	103,635	173,883	91,031
Corn, bushels.....	146,303	155,982	80,274	71,699
Oats, bushels.....	184,482	88,376	24,748	25,033

INSPECTED RECEIPTS AT CHICAGO

According to the report of Chief Grain Inspector E. J. Noble, the grain received at Chicago during January, 1898, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			No G'de.	Red.			No G'de.
	2	3	4	2	3	4		2	3	4	
C., B. & Q.				5	5					1	2
C., R. I. & P.											
Chicago & Alton											
Illinois Central				1	4						
Freeport Div., I. C.											
Galena Div., C. & N. W.				3	2						
Wis. Div., C. & N. W.								3	3		
Wabash								7	1	2	
C. & E. I.								1	1		1
C., M. & St. P.	1										
Wisconsin Central											
Chicago & Great West				2	2						
A., T. & S. Fe.				1							
E., J. & E.				5	15						
Through and special								39	6	5	1
Total each grade	1	3	14	33				50	17	9	2
Total winter wheat											

SPRING WHEAT.

Railroad.	Colo- rado.		Northern.		2		No Grade.	White.		Mixed Wheat.
	2	3	2	3	2	3		2	3	
C., B. & Q.	2	1			28	346	29		1	3
C., R. I. & P.						51	13			1
Chicago & Alton										
Illinois Central										
Freeport Div., I. C.										
Galena Div., C. & N. W.					2	117	18			1
Wis. Div., C. & N. W.					3	2				
Wabash										
C. & E. I.										
C., M. & St. P.					6	2	144	13		1
Wisconsin Central										
Chicago & Great West	3						6			
A., T. & S. Fe.							1	3		
E., J. & E.							2			1
Through and special	1	1	26	9	3		9	2		
Total each grade	6	2	67	44	685	93	3	1	1	4
Total spring wheat										

CORN.

Railroad.	Yellow.		White.		2		No Grade.
	2	3	2	3	2	3	
C., B. & Q.	23	250	4	13	62	575	20
C., R. I. & P.	30	225	1	21	154	969	22
Chicago & Alton	204	162	35	31	331	231	24
Illinois Central	53	370	9	57	11	164	17
Freeport Div., I. C.	6	46	1	1	27	247	1
Galena Div., C. & N. W.	47	293	3	13	96	441	54
Wis. Div., C. & N. W.							
Wabash	161	50	75	51	119	67	3
C. & E. I.	11	299	2	34	3	137	1
C., M. & St. P.	8	113	2	7	17	549	23
Wisconsin Central							
Chicago & Great West			32		3	107	2
A., T. & S. Fe.	95	42	11	2	158	67	3
E., J. & E.	16	161	5	13	333	1022	30
Through and special	128	336	1	25	95	479	2
Total each grade	782	2379	149	271	1,416	5055	209
Total corn							

OATS AND RYE.

Railroad.	OATS.					RYE.				
	White.			No Grade.	W No Grade.	White.			No Grade.	W No Grade.
	4	2	3			4	2	3		
C., B. & Q.	65	1	618	7	210	32			80	13
C., R. I. & P.	102	1	673	2	20	24			7	3
Chicago & Alton	6		117	1	81	6				
Illinois Central	35	8	330	18	219	120				
Freeport Div., I. C.	28	14	359	2	7	16				
Gal. Div., C. & N. W.	108	17	533	5	104	12			6	26
Wis. Div., C. & N. W.	17		79							
Wabash	17		99	10	56	15			1	1
C. & E. I.	6		79	12	90	35			2	1
C., M. & St. P.	135	19	633	9	65	11	2	6	29	2
Wis. Central	1		18							
Chi. & Great West	43	7	192	6	24	44			3	5
A., T. & S. Fe.	23	5	98	2	48	12				
E., J. & E.	30	9	128		62	3			24	2
Thro and special	5	1	89		181	3				
Total ea. grade	621	82	4045	74	1167	340	2	17	13	20
Total oats										
Total rye										

* White Clipped.

BARLEY.

Railroad.	Scotch.		BayBrewing.		No Grade.		Total No. Cars all Gr'n by Roads
	3	3	2	3	4	5	
C., B. & Q.					14	97	2,515
C., R. I. & P.					1	110	2,441
Chicago & Alton							1,236
Illinois Central							1,417
Freeport Div., I. C.			1		83	91	1,007
Galena Div., C. & N. W.					75	92	2,101
Wis. Div., C. & N. W.					224	33	374
Wabash							745
C. & E. I.							716
C., M. & St. P.					205	589	2,660
Wisconsin Central							19
Chicago & Great West					5	40	578
A., T. & S. Fe.					4	10	587
E., J. & E.							1,867
Through and special					1		1,449
Total each grade			1	612	1062	118	19,712
Total barley							
Total grain, cars							

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Feb 1, 1898, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		80,000	60,000		5,000
Baltimore	1,182,000	509,000	535,000	252,000	
Boston	220,000	883,000	497,000		
Buffalo	1,119,000	1,773,000	110,000	50,000	552,000
do. afloat	410,000			84,000	
Chicago	9,725,000	15,834,000	1,221,000	773,000	686,000
do. afloat	1,495,000	6,216,000	232,000	89,000	93,000
Cincinnati	6,000		30,000	12,000	63,000
Detroit	127,000	16,000	3,000	19,000	11,000
Duluth	2,483,000	2,181,000	1,880,000	1,185,000	592,000
do. afloat					
Indianapolis	54,000	86,000	30,000		
Kansas City	900,000	437,000	41,000	20,000	
Milwaukee	130,000	123,000	108,000	40,000	84,000
do. afloat		838,000	214,000		
Minneapolis	12,926,000	1,247,000	3,177,000	140,000	55,000
Montreal	89,000	60,000	693,000	35,000	45,000
New York	2,073,000	2,558,000	3,363,000	985,000	191,000
do. afloat			302,000	53,000	219,000
Oswego					10,000
Peoria	1,000	829,000	113,000	3,000	35,000
Philadelphia	558,000	754,000	871,000		
St. Louis	1,393,000	3,679,000	152,000	88,000	7,000
do. afloat	92,000				
Toledo	259,000	469,000	320,000	40,000	
do. afloat					
Toronto	42,000		14,000		20,000
On Canals			46,000		
On Lakes					
On Miss. River					
Total	35,634,000	33,572,000	14,012,000	3,948,000	2,668,000
Corresponding date 1897	46,658,000	24,394,000	13,494,000	3,901,000	3,382,000

In addition to the above, there was in store at the points named below, on the 10th day of the month, the following grain:

Richmond, Va., on Feb. 10, 1898, corn, 15,850; oats, 16,859 bushels. Reported by T. E. Swain, agent Richmond Elevator.

THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Grain report of Collins & Co., Cincinnati, Ohio, February 11: There has been a larger volume of both grain and hay moving to market the past week, the demand also is enlarging, and the receipts are being quite readily absorbed at current quotations, with the market gradually working to a higher level of values. There is also more or less complaint about the bad condition of country roads which restricts to some extent the movement to market, and the offerings of grain in some instances are not sufficient for the requirements of the trade. Wheat—Greater activity prevails with but few offerings of good qualities on the market, but all kinds are active, with prices firm. No. 2 Red at 95½ to 96 cents, No. 3 Red at 91 to 93 cents. Sample lots range from 80 to 90 cents, as to quality. Corn—There are large reserves of corn that are being held for higher prices, which have been slow to materialize. The enormous amount of corn that is being consumed through different channels on account of its cheapness in comparison with other cereals is becoming more manifest, and a stronger undertone to the market prevails. No. 2 White at 30 cents, No. 2 Mixed at 29½ cents, No. 3 Mixed at 28½ cents, No. 3 White at 29 cents. Ear Corn—Steady with the offerings and inquiry about equal. Choice Yellow at 29½ to 30 cents, Mixed at 28 to 29 cents, White at 28 to 28½ cents. Oats—Are developing considerable strength, and the market has been gradually tending higher, with the arrivals short of the trade requirements. As the receipts grow less, the demand rules more urgent, and an advance in prices is more easily obtained. No. 2 White at 29 to 30 cents, No. 3 White at 26½ to 27½ cents, Rejected White at 25½ to 26½ cents, No. 2 Mixed at 26½ to 27 cents, No. 3 Mixed at 25½ to 26 cents, Rejected Mixed at 24½ to 25½ cents as to quality. Rye—The inquiry is more active, at better prices. Choice Michigan at 53 to 54 cents, Local No. 2 at 50 to 51 cents, No. 3 at 47 to 48 cents. Hay—Receipts for the week, 4,842 tons. Shipments, 2,095 tons. Weather conditions are forcing a liberal movement of hay to market, with the arrivals the past week large, but at the lower prices ruling the demand for timothy grades continues to be active. Present low prices will have the effect of curtailing to some extent the liberal arrivals of timothy, and we trust that the market will show an improvement in prices before long. Clover and clover mixtures continue to predominate, while the open winter causes a considerable lessening in the average consumption. The abundance of these grades that have been held back for the better values, which from present indications are not to be realized, precludes much, if any, improvement. With abundant offerings the trade grows more particular with the best qualities only selected, while the poorer qualities are growing so dull as to make it difficult to place even if offered at sacrificial prices. Weather conditions will be the governing factor for future prices and demand for this kind of hay. Choice Timothy at \$8.75 to

\$9.00, No. 1 at \$8.00 to \$8.25, No. 2 at \$6.50 to \$7.00, No. 3 at \$4.50 to \$5.25, No. 1 Clover Mixed at \$6.00 to \$6.50, No. 1 Pure Clover at \$5.50 to \$6.00, No. 2 Clover and Clover Mixed at \$3.50 to \$4.50. Straw dull, Wheat \$3.50 to \$4.00, Rye \$4.00 to \$4.50. Mill Feed—Steady and in good request under light offerings. Bran in bulk at \$13.00 to \$13.50, Middlings at \$13.50 to \$14.00.

PRESS COMMENT

PRIME'S VIEW.

More country elevators are shut down to-day than usual for the time of the year. Country mills in many localities will either have to import wheat or curtail their output. In many localities farmers have sold everything and will have to procure seed elsewhere. The general financial condition of farmers in the spring wheat belt was never better, and country trade is excellent.—Prime's Crop Bureau.

OCEAN VERSUS RIVER.

It costs less than seven cents a bushel to carry a bushel of grain by water from Lake Michigan to Liverpool, a distance of 4,400 miles. The cost of transporting a bushel of grain from St. Louis to New Orleans is six cents, though the distance by water is only one-third that to Liverpool. The entire length of the Mississippi from Lake Itasca to the mouth is but two-thirds the distance to the English seaport. Moving grain on the Mississippi is three times as expensive per mile as on the lake or ocean. The people of the Mississippi Valley can see that the business of river freighting is behind the times.—Belvidere Republican.

FIRETRAP GRANARIES.

It is surely time to stop building grain elevators to serve as bonfires. The ancients built their granaries of more durable material than wood. The peoples of the old world do not store their precious breadstuffs in cheap, combustible buildings. Because America is fertile and rich, shall we continue to be wasteful? The old wooden elevator is out of date. It is a survival of the time when the country was new and building material difficult to obtain. A million bushels of grain destroyed is a misfortune that touches the entire community. The food supply of a nation should be stored in fireproof buildings.—St. Louis Post-Dispatch.

THE CHANGING COURSE OF TRAFFIC.

While there is no fear that the commercial supremacy of Chicago is likely to be threatened, it is nevertheless certain that much of the traffic which has hitherto sought a market in and through Chicago has been, is being, and in the future will still more largely be diverted to other points. Because of its situation and the advantages which in its earlier history grew out of its water facilities, Chicago commanded the entire trade lying to the west, northwest and southwest; but with a development of the railway systems in the country, and the growth of other ports, this trade has been and is being largely and increasingly diverted. Large quantities of western grain have been given an outlet through what are termed the interior gateways of Illinois, such as Peoria, Beardstown, etc. The trade of the Northwest has found many other routes to and from the seaboard besides Chicago, and of late the traffic of the Southwest is being largely directed to southern points. All this is but the natural development of the opening of new channels of commerce which were not only to have been expected, but which will greatly increase the general prosperity of the country, and are therefore to be commended rather than denounced.—Railway Review.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the thirty-two weeks ending February 7, for the last three years, according to the Cincinnati Price Current were as follows:

	1897-98.	1896-97.	1895-96.
St. Louis	10,254,000	9,899,000	9,929,000
Toledo	8,974,000	6,624,000	5,344,000
Detroit	3,746,000	2,507,000	1,784,000
Kansas City	24,129,000	6,333,000	6,948,000
Cincinnati	551,000	758,000	775,000
Winter	47,668,000	26,121,000	24,777,000
Chicago	27,517,000	16,808,000	19,151,000
Milwaukee	6,874,000	6,051,000	7,443,000
Minneapolis	57,094,000	46,357,000	57,

Items from Abroad

The Italian duty on wheat has been reduced 13 cents a bushel until April 30.

Great Britain is still discussing the question of providing stores for grain to be kept for consumption in the event of war.

The final official report of the 1897 winter rice crop in Bengal gives a yield of 391,437,000 hundredweights, against 148,541,100 hundredweights in 1896.

The British Board of Trade report for 1897 shows England's imports of wheat fell off from Russia 13 per cent., Danube 60 per cent., Argentina 80 per cent., India 72 per cent., Chili 45 per cent., compared with 1896. Increases were from United States 9 1/4 per cent., and Canada 33 per cent.

The London Statist, according to a recent cablegram, says that the wheat crop of India promises splendidly. The cutting will begin during the present month, and it will be shipped at the end of March or early in April, "thus immensely benefiting Europe at the time American supplies are low."

Recent reports are to the effect that it is the intention of the German government to raise the duties on grain. The Prussian Minister of Agriculture has said that the government had resolved to carefully and seriously consider the subject. When the Germans get together and "consider" it is generally expected that something will happen.

Argentina exported 93,161 tons of wheat during the eleven months ending with November, against 571,293 tons during the corresponding months of the previous year; corn, 373,396 tons, against 1,450,890 tons for the corresponding months of the previous year; flour, 38,679 tons, against 41,171 tons; hay, 693,494 bales, against 690,746 bales for the corresponding months of the previous year.

A table recently published showing the average price of wheat in England since and including 1881 gives the highest annual average of \$1.37, in 1881, and the lowest average was 68 cents in 1894. Since 1894 there has been a gradual rise, and in 1897 the average was 91 1/2 cents. The low prices of the first five months of the year reduced the average. It is expected this year that the average will be considerably higher.

England is anxiously awaiting the exportation of Argentine wheat. Provided that country commences to ship at the rate of 100,000 to 200,000 quarters a week, her share may amount to 50,000 to 100,000 quarters a week. The surplus of Chile is not expected to amount to over 500,000 quarters, and will be only available in May, June and July at the rate of perhaps 50,000 quarters a week. As India will not commence to make large shipments until June, the whole of the deficiency until the end of June will have to be bought in America and Canada.

Italy's imports of wheat amounted to 695,050 quarters from August 1 to December 1, against 633,000 quarters for the same period of the previous season; corn, 209,300 quarters, against 187,500 quarters; barley, 6,350 quarters; oats, 16,350 quarters, against 1,100 quarters; rye, 22,550 quarters, against 9,400 quarters; flour, 2,150 sacks, against 7,100 sacks. The exports for the same period were: Wheat, 980 quarters, against 530 quarters; corn, 15,350 quarters, against 10,800 quarters; barley, 21,600 quarters, against 4,110 quarters; oats, 1,870 quarters, against 670 quarters; flour, 28,000 sacks, against 19,500 sacks.

Spain's total imports of wheat amounted to 97,500 quarters (of 480 pounds each) from August 1 to December 1, against 333,700 quarters for the corresponding month of the previous season; flour, 130 sacks (of 280 pounds each), against 705 sacks for the previous season; other cereals, 682,500 hundredweights, against 1,571,000 hundredweights for the previous season. The exports of wheat from August 1 to December 1, against the same period of the previous season, were 26 quarters, against 117 quarters; corn, 9,640 quarters, against 17,300 quarters; barley, 2 quarters, against 19 quarters; rye, 65 quarters, against 18 quarters; flour, 122,000 sacks, against 103,500 sacks; other grain, 90,000 hundredweights, against 1,744 hundredweights.

Germany's total imports of wheat from August 1 to December 1, against the amount imported during the corresponding period of the year previous, was 1,901,100 quarters, against 2,781,500 quarters; rye, 1,421,400 quarters, against 1,832,500 quarters; barley, 2,268,700 quarters against 2,660,000 quarters; oats, 1,433,500 quarters, against 1,756,000 quarters; corn, 1,742,250 quarters, against 1,327,000 quarters; flour and rye meal, 88,000 sacks, against 147,000 sacks. The exports from August 1 to December 1, against the same period of the previous season, were: Wheat, 380,300 quarters, against 190,000 quarters; rye, 229,200 quarters, against 73,500 quarters; barley, 65,400 quarters, against 47,500 quarters;

oats, 49,650 quarters, against 47,500 quarters; corn, 10 quarters, against 20 quarters; flour and rye meal, 507,950 sacks, against 463,000 sacks.

A Kansas City grain firm has had a buyer at Pueblo, Colo., since the first of the month. He states that within the next 5 or 6 weeks his firm will ship from Colorado 300,000 bushels of wheat by way of the Gulf of Mexico to France and Belgium. Most of it comes into Pueblo in narrow gauge cars, and has to be transferred.

The general opinion about the wheat harvest is that it will be a late season for shipments, as millers are out of stock, and they will buy up all the first arrivals at prices above the export market. The rain has also thrown the harvest back, and any more rain will retard it still further. For the above reasons we do not expect to see the busy season set in until March. The grain this year is exceedingly heavy, and in some parts of the province of Santa Fe thrashing has given up to three tons per square. The heaviness of the grain will make up for losses in other parts where the crop is patchy.—Review of the River Platte, December 25.

A Rumanian correspondent of the Millers' Gazette and Corn Trade Journal of London, says that his government "will spend the sum of 140,000 pounds for the erection of 40 silo granaries or elevators of a total capacity of 60,000 to 65,000 tons, and that their intention is to push the construction so as to be able to get, if not all, at least part of the granaries ready for next year's crops. The new harbor of Constanza (Kustendje), on which our government is spending 1,600,000 pounds, will have accommodation for storing 180,000 tons of grain, and will be in the future, with the exception of Odessa, the most important grain port on the Black Sea."

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

INDIANA.—The recent Indiana crop report makes the acreage of winter wheat about the same as last year, and the condition hardly as favorable.

KANSAS, Leoti, Wichita Co., January 31.—The prospects of the future wheat crop in this vicinity are excellent at present. EDGAR P. OWEN.

UTAH, Cedar, Iron Co., Jan. 29.—The wheat crop of this county in 1897 was abundant and of good quality. As near as I can learn 50,000 bushels were thrashed. ALEX. MATHESON.

IOWA, Hawarden, Sioux Co., Feb. 13.—The wheat is pretty well out of the hands of the farmers in this section. There will be an increased acreage sown this year.—L. T. KENNY.

KANSAS, Topeka, Feb. 9.—Secretary Coburn is credited with saying that "Kansas never before promised such a magnificent crop of wheat at this season of the year." A steady downpour of rain has been in progress for eighteen hours.

MISSOURI, Feb. 7.—The first Missouri crop report for 1898 indicates the total wheat area to be 1,034,030 acres, which is 24 per cent. less than last year. Condition of winter wheat, 76, against 51 in November. Heavy snows gave protection. The decreased area, and the general condition do not promise an average yield.

CROPS OF 1897.—The estimates of acreage, production and value of the crops in the United States for 1897 made by the Statistician of the Department of Agriculture show the value of the corn crop to be \$501,072,952, acreage, 80,095,051, and yield 1,932,967,933 bushels; wheat, value \$428,547,121, the yield 530,149,168 bushels, and acreage 39,465,066. The oats crop was valued at \$147,974,719, the acreage 25,730,375, and the yield 698,767,809 bushels. The rye crop was valued at \$12,239,647, acreage 1,703,561, and the yield 27,363,324 bushels. The barley crop was valued at \$25,142,139, acreage 2,719,116, yield 66,685,127 bushels. The buckwheat crop was valued at \$6,319,188, acreage 717,836, and yield 14,997,451 bushels. The potato crop was valued at \$89,643,059, acreage 2,534,577, and the yield at 164,015,964 bushels.

MICHIGAN.—Department of State, Lansing, Feb. 9, 1898. There was very little precipitation in Michigan in December until about the 12th of the month. The average depth of snow on the 15th was in the southern counties 1.54 inches, in the central 1.84 inches, and in the northern counties and upper peninsula from 9 to 12 inches. Soon after the 15th snow fell generally throughout the state, and on the 31st the average depth in the southern counties was 7.89 inches, and north of this section from 14 to 21 inches. The prevailing opinion of correspondents is that wheat has not been damaged. In reply to the question, "Has wheat during January suffered injury from any cause?" 71 correspondents in the southern counties answer "Yes," and 373

"No." In the central counties 30 correspondents answer "Yes," and 115 "No," and in the northern counties 1 answers "Yes," and 73 "No." The total number of bushels of wheat reported marketed by farmers in January is 1,229,810, and in the six months, August-January, 10,263,864. The amount marketed in the six months, August-January, is more than two-fifths of the crop of 1897, and is 3,958,089 bushels more than reported marketed in the same months last year. At 78 elevators, stations and mills, from which reports have been received there was no wheat marketed during January. WASHINGTON GARDNER, Secretary of State.

PERSONAL

Uley Holderman of Penfield, Ill., expects to engage in the grain business at Armstrong.

Will Sturgeon will superintend the business of the Farmers' Elevator Co. at Elliott, Ill.

Henry Linker was recently elected president of the Stanford Grain Co. at Bloomington, Ill.

A. W. Crawford of Bucyrus, Kans., has been appointed weighmaster at Kansas City, Kans.

A. Grant of Churdan, Iowa, has removed to Wall Lake, where he is engaged in the grain business.

J. W. Cassidy, president of the Cassidy-Buell Co. of Quincy, Ill., grain dealers, is spending the winter at Pasadena, Cal.

W. E. Guard, former manager of the East Elevator at El Paso, Ill., is buying grain on the track there for the present.

Henry Cunningham, who has been engaged in the stock and grain business at Dodgeville, Wis., has removed to Chippewa Falls.

Henry Millard has resigned his position as agent for A. D. Thompson & Co. at Struble, Iowa, and contemplates buying grain on track.

The marriage of Alva N. Gordy and Nellie Mabel Stewart occurred at Tolono, Ill., on January 27. Mr. Gordy operates an elevator at Fithian.

Will Lindsey, formerly with the F. P. Rush Elevator at Farmer City, Ill., is now traveling salesman for the Kingman Buggy Co. of Peoria.

F. E. Sharp, a grain dealer at Deer Creek, Ill., had his hip severely strained recently, while returning from the country, by the stumbling of his horse.

Otto Fahnestock is manager of the Spies Elevator at Osgood, Iowa, and which was recently purchased by Preston Fahnestock & Co. of Graettinger, Iowa.

John McDonald, agent of T. McMichael & Son's elevator at Westfield, Iowa, which has closed for the season, will spend the winter at Boulder, Colo.

Amzi Mosteller of Bern, Kans., has removed to Dubois, Nebr., where he is looking after the new elevator of the Vanier Grain Co., in which he is interested.

The directors of the Chicago Board of Trade have appointed S. H. Stevens Inspector and Registrar of Flaxseed, and Thos. H. Foster Weigher of Grain for the year 1898.

John W. McCardle, a grain merchant of New Richmond, Ind., is a candidate for the nomination of congressman on the Democratic ticket in the ninth district.

The directors of the Chicago Board of Trade have appointed the following sample grain inspectors: Robert Kettel, William Walker, Thomas Costello and W. Gubbins.

The Toledo Produce Exchange has placed Alonzo Goddard on its honorary membership roll. Mr. Goddard is a pioneer in the grain business there, and for many years was chief grain inspector.

Thos. P. Bill has recently purchased an interest in the feed and grain business of The Coles Co. of Middletown, Conn. Mr. Bill has been in the employ of the company for many years, and now acts as traveling salesman.

James Hisey, a prosperous grain and seed merchant of Yale, Mich., has a twin brother living at Sparta, who looks so nearly like him that one is frequently mistaken for the other. All through life they have been the living duplicates of each other. So near alike are they that even their wives cannot tell them apart. They dress alike, their voices are alike, and their hair and mustaches have the same color and curls.

According to D. W. Bole, president of the Board of Trade of Winnipeg, Man., the Canadian duty on sufficient oats to make a sack of oatmeal is just 100 per cent. more than on the manufactured product. This curious clause of the customs law, coupled with the short oat crop in the British Northwest, has given oatmeal millers in the states south of the line a decided advantage.

The EXCHANGES

At the annual meeting of the Board of Trade of Toronto, Ont., Elias Rogers was elected president and A. E. Ames treasurer.

The policy of the new administration of the Chicago Board of Trade will be as much opposed to "bucket-shops" and "bucket-shopping" as ever.

The warehouse committee of the Chicago Board of Trade for 1898 is composed of F. W. Smith and Messrs. Echart and Nicol. The weighing committee is composed of Messrs. Snyder, Winans and Eckhart.

The Committee on Public Weighing of the Chamber of Commerce, Cincinnati, Ohio, recently passed a resolution asking the directors to appoint a chief weigher. This proposition seems to be looked upon with favor by the members.

Robert Lindblom, one of the large operators of the Chicago Board of Trade, was given a trial before the President and Board of Directors on two charges of bucket-shopping and one of cross trading. He was found guilty on the first two charges and suspended for one day.

The Grain Committee of the New Orleans Board of Trade, at a recent meeting, appointed one assistant inspector and one deputy for each elevator at the following locations: Chalmette, Westwego, Southport and Stuyvesant Docks. It is the aim of the committee to make the inspection department as efficient as possible.

The Inspection Committee of the Toledo Produce Exchange, at a recent meeting, recommended to the Board of Directors that the rules be changed so that No. 2 soft red wheat will grade as No. 1 red, and that other grades be changed on the same basis. As a majority of the members are said to favor the change, it is thought it will be adopted.

On February 2 the Circuit Court at Cincinnati rendered a decision in the case of C. H. Bishop, a flour merchant, against the Chamber of Commerce of that city. The decision was that Mr. Bishop was regularly suspended, and that he could not compel reinstatement by mandamus, as that was not the proper remedy for a person to use against a private corporation, hence his petition in error was dissolved.

The first annual banquet of the Philadelphia Commercial Exchange was held on January 25. Among the prominent speakers were L. J. Gage, secretary of the Treasury; Governor Hastings; Congressman Charles W. Stone, and Congressman C. M. Davidson of Kentucky. Chairman Woolman briefly mentioned what the Exchange had accomplished in its 43 years of existence, particularly as regards the growth of the city's grain trade.

The tenth annual meeting of the Winnipeg Grain Exchange was held on January 13, and the following officers were elected: President, R. Muir; vice-president, H. D. Metcalf; secretary-treasurer, C. N. Bell. The President's address was an excellent statement of the grain production of the year 1897, and the manner in which it was marketed. The report of the council reviewed the work undertaken by the Exchange and what had been accomplished.

The special committee of the Baltimore Chamber of Commerce and the representatives of the Pennsylvania and Baltimore & Ohio railroads recently had a conference regarding the new method of handling grain at the uptown elevators. The committee reported that it was unable to effect any modification in the new rules, and that their assertion of the mixing of different weights of grain would prove injurious to the trade, met with no response. Another committee was appointed to take some action to protect the feed merchants.

Many shippers in Western Maryland, Pennsylvania, West Virginia and other states have for some time been complaining of short weights at the Baltimore elevators. The matter has been taken up with the Chamber of Commerce by the Western Maryland Grain Dealers' Association, and a mass of data bearing on individual cases has been placed in the hands of President Ramsey, who promises a thorough investigation. It is stated that if the matter is not remedied the shippers will ask for the enactment of a law providing for state weighers.

Commercial organizations in Ohio have been agitating the matter of putting the grain inspection and weighing under state regulation. The plan as proposed would involve an expense of \$25,000 or \$30,000. President McCallister of the Cincinnati Chamber of Commerce placed the matter in the hands of a committee of the Board of Directors. To ascertain the views of the members, a meeting of the Grain, Hay and Feed Receivers' Association was called. The plan was declared a useless and expensive spending of the public money. Members of the Chamber who are not also members of the

Receivers' Association have again taken occasion to complain that the Association does not represent the entire grain and hay trade.

The members of the Committee of Management of the Montreal Corn Exchange Association elected at the annual meeting for the coming year were as follows: President, Alex. McFee; treasurer, W. A. Hastings; members of the committee, C. B. Esdail, R. Peddie, Joseph Quintal, A. G. Thomson, David Robertson, E. F. Craig, Bartlett McLennan; board of review, T. A. Crane, chairman; W. W. Ogilvie, G. M. Kinghorn, D. G. Thomson, J. B. McLea, Auguste Girard.

The annual meeting of the Duluth Board of Trade was held on January 18. The following were elected as officers: President, T. J. C. Fagg; vice-president, G. G. Barnum; directors, holding three years, A. D. Thomson, J. N. McKindley, M. J. Forbes; board of arbitration, W. S. Moore, A. W. Frick, F. W. Maynard; board of appeals, John Miller, J. H. Cook, F. E. Lindahl; committee on inspection, E. N. Bradley, L. H. Paige, F. E. Lindahl, Ward Ames, J. F. McCarthy. The address of President W. S. Moore called attention to the fact that the year had been unusually satisfactory and profitable, both to the Board and the members individually.

OBITUARY

Jacob Bauer, of the grain firm of Bauer & Lewis at Crestline, Ohio, is dead.

Samuel Streever, a grain buyer and stock dealer of Decatur, Ill., died February 4, aged 60 years.

W. S. Broughton, of the grain firm of Broughton & Scheinhorking, Broughton, Kansas, died recently.

Francis T. King died January 31 at Hartford, Conn., at the age of 61 years. In former years he was a dealer in grain.

Carl Smith, a retired hay and feed merchant, died at his home in Brooklyn, N. Y., January 12, of paralysis, at the age of 73 years.

Wm. H. Montague, who retired from the grain business at North Brookfield, Mass., about 10 years ago, died there on January 17, at the age of 74.

William Edward Clarke, an old resident of Cleveland, Ohio, who was once engaged in the grain and stock brokerage business there, died on January 9, at about 60 years of age.

Wm. H. Reed died at his home in Philadelphia on February 4, aged 66 years. He resided at Halifax, Pa., the greater part of his life, where he was engaged in the grain business.

At Fort Wayne, Ind., January 13, occurred the death of Van Rensselaer Hutchinson, at the age of 73 years. He was a grain buyer for local firms for the past quarter of a century.

Isaac D. Voak, prominently connected with Buffalo elevator interests for 40 years, died suddenly of heart disease at the depot in Alden, N. Y., on January 20. His age was 74 years.

John A. Gano, one of the pioneers of Cincinnati, Ohio, died there on January 15. He was once president of the Chamber of Commerce, and also vice-president of the National Board of Trade.

John H. De Vaney died January 29, at Arcadia, Ind. He was 77 years of age, a native of North Carolina, and spent all his life in the grain and merchandise business in and around Arcadia.

The death of Albert Hall was announced on the Chicago Board of Trade, January 20. He was an active member of the Board for more than 25 years, and dealt largely in corn and other coarse grains.

Joshua W. Riggs died at Baltimore, Md., January 10, at the age of 54 years. For many years he had been engaged in the grain business, and for the past 9 years was connected with Thomas Clark & Sons.

At the age of 66 years, James H. Scott passed away at Elkton, Pa., on January 30. For many years he was engaged with his brother, David Scott, in the hay and grain business at that place, under the name of D. Scott & Bro.

Ex-Mayor Henry S. Hetherington died of paralysis at Dubuque, Iowa, January 15, at the age of 78 years. A good many years ago he was engaged in the grain and produce business, and for two years was a member of the firm of Carr, Austin & Co.

Redmond Cleary, the well-known grain commission merchant, died at his home in St. Louis, Mo., January 28, after a week's illness with pneumonia. He was born in Ireland in 1829, and came to America in 1850. He embarked in the commission business in St. Louis in 1865, and since 1888 has been the president of the Redmond Cleary Commission Co. Mr. Cleary was one of the oldest and best known mem-

bers of the St. Louis Merchants' Exchange, and that body passed resolutions of regret and appointed a delegation to represent it at the funeral.

Hon. Charles E. Reed, a prominent citizen of California, died at Auburn in that state, on January 24. He went to California in 1849. At one time he was the "wheat king" of California, but retired from the Board in 1885, when he is said to have lost a million dollars.

Wm. M. A. Vaughn, a pioneer of Kansas City, Mo., died there on February 3. He was born at Spotsylvania Court House, Va., in 1829, and came West at the age of 17. He helped build the first grain elevator in Kansas City, and to organize the Board of Trade.

Harry Mercer, one of the leading grain men of Chester County, and a member of the Philadelphia Grain Exchange, died at his home in Phoenixville, Pa., January 22, aged about 50 years. He was formerly a grain operator in Chicago, and was until recently a member of the firm of Mercer & Kulp of Phoenixville.

The death of Frank Drake occurred recently at his home in Chicago. Mr. Drake was 71 years of age, and a native of Genesee County, N. Y. He came to Chicago in 1862, became a member of the Board of Trade, and was engaged in the grain and produce business until 1879. In 1879 he was appointed Chief State Grain Inspector, and served for two years.

Thos. R. Matthews Jr. died at Baltimore, Md., on January 15, at the age of 67 years. He was a member of the Chamber of Commerce and a charter member of its predecessor, the Corn and Flour Exchange. He had served as vice-president of the latter organization, and was personally known by most of the 700 members of the Chamber of Commerce. President Ramsey appointed a committee to represent the Chamber and attend the funeral. Mr. Matthews was at the head of the grain firm of Thos. R. Matthews & Sons until it dissolved a few years ago.

BOOK NOTICES.

OUR RED BOOK.—The Red Book of Howard, Bartels & Co., Chicago, has just been received and proves to be one of the most complete compilations of statistics ever published by this well-known firm. Like the preceding numbers of the Red Book, the last contains much valuable information relating to grain, seeds, provisions, stocks, live stock, crops, imports, exports, etc., of the principal countries. It is conveniently arranged and indexed for ready reference, and will be found of value to every grain dealer.

CLARK'S BUSHEL VALUES.—James Barlow Clark, the compiler of the Clark Grain Tables, which have saved the grain dealers of the country much work and prevented many errors, has compiled a new book, to be known as No. 4 of Clark's Series of Grain Calculators. It shows the cost of bushels and fractional pounds of grain. The book is a companion to and fittingly supplements the author's reduction tables, now used extensively by the grain dealers of the West. It will be sent by mail for 75 cents a copy.

KANSAS CITY'S GRAIN TRADE.—We are indebted to the Exchange Printing Co. of Kansas City for a handy little statistical manual of the grain trade of Kansas City for 1897. It gives the prices of wheat each day on the Kansas City Board of Trade, the wheat receipts, prices of oats and corn, together with car-lot receipts, closing Chicago prices, Kansas crops for twenty years, visible supply of wheat and corn for each week during 1897 and plenty more information of the same kind. Those dealing with that market will find it valuable, and so far as we have examined it, reliable. We see no price given.

VALUE OF 1897'S CROP.

The Agricultural Department, in its final estimate of the crops of 1897, gives the following table of acreage, quantity and value of the principal cereal items, together with potatoes and hay:

VALUE OF THE YEAR'S CROP.

	Acres.	Busheis.	Value.
Corn.....	80,095,101	1,902,967,933	\$501,072,952
Wheat.....	39,465,066	530,149,118	428,547,121
Oats.....	25,730,375	698,767,809	147,974,719
Rye.....	1,768,561	27,363,324	12,239,847
Barley.....	3,719,116	66,685,127	25,142,139
Buckwheat.....	717,838	14,997,451	6,319,188
Potatoes.....	2,534,577	164,015,964	89,643,059
Hay (tons).....	42,426,770	60,664,876	401,390,728

In our description of the Burlington Elevator at Peoria, Ill., published in the January number, we neglected to state that the machinery which is giving perfect satisfaction was supplied by the Dodge Mfg. Co. of Mishawaka, Ind.

ELEVATOR

GRAIN NEWS

Foster, Ind., will have a new elevator soon. Cygnet, Ohio, is said to want a grain elevator. M. Davis is erecting a granary at Boelus, Nebr. Lanes, Ill., is soon to have a new grain elevator. M. Wertz will soon erect an elevator at Potter, Wis. Capt. Cass is building an elevator at Milton Center, Ohio. Daniel Kennedy has opened a grain store at Brookfield, Mass. Aaron G. Jordan will build an elevator at Decker Station, Ind. Myers Bros. of Mace, Ind., contemplate rebuilding their elevator. W. C. Long will engage in the elevator business at Convoy, Ohio. E. W. Sheldon & Co. are building an elevator at Percival, Iowa. Portage la Prairie, Man., is to have a new 150,000-bushel elevator. A. L. Landis is enlarging his grain warehouse at Bowmansdale, Pa. Farmers about Dassel, Minn., are organizing an elevator company. Theo. McNaughton will build an elevator at Ray, Ind., in the spring. G. Stronks has discontinued buying grain at Cedar Grove, Wis. R. S. Stewart has purchased Joe Witt's elevator at Thorntown, Ind. S. H. Atkins & Son have opened a grain store at Milton Mills, N. H. Shearer Bros. of Broadlands have bought an elevator at El Paso, Ill. Coatsburg, Ill., will have a grain elevator, says the Review of that place. Geo. Schuessler has purchased J. W. Storms' elevator at Rogers, Nebr. Funds are being raised to build a farmers' elevator at Gibbon, Minn. Wm. Wachlin has purchased Willard Walter's elevator at McConnell, Ill. Luellen & Hayes will build an elevator at Wayland, Iowa, this season. Another grain elevator will be built at Tipton, Iowa, so it is reported. Kirker & Rodman will build an elevator this spring at Mowcaqua, Ill. A stock company is being formed to build an elevator at Pipestone, Minn. John Hancock will build an elevator at Richmond, Me., before next harvest. Bernet, Craft & Zenk have let the contract for a small elevator at Troy, Ill. Alanson Barclay will build a grain warehouse and elevator at Burdette, N. Y. R. Messersmith has purchased H. Long's elevator and residence at Savoy, Ill. It is stated that another elevator will be built at Troy, Ill., in the near future. Tom Welsh of West York, Ill., expects soon to build an elevator at Marvyn. F. G. Blair contemplates erecting an elevator and flour mill at Tuscaloosa, Ala. Charles W. Bradley will reopen his grain and feed store at Rochester, N. H. P. H. Weiss, dealer in groceries and grain at Beaumont, Texas, has sold out. Fryer & Smith of San Jose, Ill., are removing one of their elevators to Delavan, Ill. It is reported that M. Kent will build an elevator at Manton, Mich., in the spring. L. H. Wheeler of Rhinelander, will embark in the grain business at Appleton, Wis. F. H. Ellis has recently withdrawn from the Atlas Grain Co. of Duluth, Minn. The Hays Elevator at Trumbull, Nebr., will probably be enlarged in the near future. The annual meeting of the stockholders of the Cameron Elevator Co., Cameron, Ill., was held, last month, and the old board of directors reelected:

W. C. Whitman, Geo. Bruington, A. Bowers, S. W. Shelton and S. B. Armstrong.

The Colby Milling Co., Colby, Kans., has just completed a 12,000-bushel elevator.

John T. O'Rourke & Co., dealers in grain and coal at Philadelphia, Pa., have assigned.

The Nye & Snyder Co. have commenced the erection of an elevator at Foster, Nebr.

It is rumored that the Blair Milling Co. will erect another elevator at Atchison, Kans.

McClenathan & Musgrove have opened a grain and feed business at Barre Plains, Mass.

The coal and grain firm of Hayward Bros., at Hingham, Mass., has been dissolved.

Holloway & Prillman of Rossville have purchased John R. Carter's elevator at Alvan, Ill.

It is said that J. T. Copeland will soon begin the erection of an elevator at Batavia, Iowa.

Turner & Sisk have purchased the grain business of John H. Pearson at Morganton, N. C.

It is reported that Graham & Leeds expect to build an elevator at Illiopolis, Ill., in the spring.

The Sheldon & Beebe Elevator at Mendon, Mich., has been purchased by Mrs. C. E. Beebe.

The Kirkpatrick Elevator at Shoo Fly, Iowa, is completed and the machinery all in place.

The sale of Riddel & Pielstick's elevator at Fairfield, Nebr., to T. C. Williams, is reported.

C. H. Faith and William Ritchie of Warrensburg are building an elevator at Cainsville, Ill.

C. C. and L. L. Torbert are to establish a ginny and cottonseed oil mill at Society Hill, Ala.

Wm. Henshaw of Wiotia has bought the grain business of Ringle Bros. at Atlantic, Iowa.

Edward Kirchner intends building a grain elevator at South Brooklyn, Ohio, early in the spring.

Efforts are being made by the farmers to form a cooperative elevator at Blooming Prairie, Ill.

A citizen of Weldon, Ill., says there is now fully 100,000 bushels of corn cribbed at that place.

J. A. Couch has succeeded Coney & Couch in the grain and furniture business at Magnolia, Ark.

Richardson & Cooper of Elliott, Ill., will build an elevator at Switch D, just west of Gibson City.

The United Elevator Co., Toledo, Ohio, has increased its capital stock from \$10,000 to \$50,000.

Wm. Nading of Shelbyville, Ind., is making improvements on his elevator at St. Louis Crossing.

It is said that one of the evidences of prosperity at Branchport, N. Y., will be a new grain elevator.

The Frank J. Ross Co. has been incorporated at Kittery, Me., to deal in spices, grain and groceries.

The Leonard Elevator Company's elevator at Leonard, Ill., is now completed and doing business.

The McDonald Milling Co., it is reported, will erect a large mill and elevator at Los Angeles, Cal.

W. N. Sarver, the elevator man at Havelock, Nebr., has increased his corn crib capacity to 3,000 bushels.

W. S. Duncan & Co. have succeeded to the grain and hay business of W. S. Duncan at Atlanta, Ga.

Harry Smith, of Glidden, Iowa, will move to Tinniph, Ill., where he will engage in grain buying.

C. H. Feltman is doubling the capacity of his elevator at Cramer, Ill. It was built only two years ago.

The farmers about Kasson, Minn., are trying to organize a company and build an elevator at that place.

It is reported that an elevator will be built in the spring at Bromley, Iowa, on the site of one that was burned.

Richmond & Seeley of Drayton Plains, Mich., expect to build an elevator, and do a grain and produce business.

Joe Harnung has bought the Root warehouse at Mt. Pleasant, Mich., and will handle grain and farm products.

Basse & Campbell, the new grain firm at Loami, Ill., have built some cribs and are now ready for business.

John H. Taylor, Torrington, Conn., has made improvements in his elevator, putting in new conveyor, bins, etc.

F. L. Wheeler of Howard, S. Dak., has purchased an elevator at Scotland, and expects to move there next fall.

The Minneapolis Grain & Seed Company has been incorporated at Minneapolis, Minn., with \$50,000 capital. The incorporators are G. W. Honstain, Rob-

ert Pratt and six others of Minneapolis; G. W. Horton, Duluth, and R. L. Duval, Chicago.

M. M. Larrimore has rented the Jumbo Granary at Centerville Landing, Md., and is buying wheat and corn.

Michael Price of Crawfordsville, Ind., is to improve his elevator with a steam power plant, elevator, etc.

The Michaels & Sackett Grain Co. of Campbellsport, Wis., has been succeeded by the N. C. Michaels & Nick Co.

G. B. Stickland has sold his grain business at Mechanic Falls, Maine, to Henry Allen, recently from Hebron.

It is reported that the American Cereal Co. of Chicago, contemplate locating a cereal plant at Superior, Wis.

A stock company is being formed by farmers to build an elevator at Waco, Nebr. Wm. Hohnbaum will manage it.

Among the improvements which Hoke Bros. have added to their elevator at New Franklin, Pa., is a gasoline engine.

The elevators of the Northern Grain Co. at Manitowoc, Wis., have handled 5,000,000 bushels of wheat since last winter.

The Western Elevator & Mill Co. is building an elevator and flour mill at Tuscaloosa, Ala. F. G. Blair is manager.

E. Sidman & Co. of Randolph, Nebr., are said to contemplate the erection of an elevator at South Sioux City, Nebr.

The directors of the Boutwell Milling & Grain Co., Troy, N. Y., last month declared a semi-annual dividend of 5 per cent.

The Business Men's Association of Kaukauna, Wis., is endeavoring to get a grain buying house located in that town.

Wm. E. Wait will close out his feed store at Springfield, Ill., and take charge of his recently purchased elevator at Glenarm.

Joseph F. Kilduff, a La Salle dry goods merchant, has purchased the Byrne Elevator at Dimmick, Ill., from John M. Welch.

John Walters & Co. are building a 17,000-bushel elevator at Parnell, Ill. They are the pioneer grain dealers of that place.

J. T. Travis has purchased the interest of his partner, A. G. Burwell, in the grain and seed business at Bethany, Mo.

The grain firm of Pemberthy & Kreger at Clear Lake, S. Dak., has dissolved, and Mr. Kreger will continue the business.

Quigg, Tanner & Co. are making improvements in their elevator at Atlanta, Ill. A new 4-horse power engine has been added.

Charles M. Nelson and A. J. Williams have formed a partnership at Wilkesbarre, Pa., to deal in grain, hay and mine supplies.

B. H. Minch has retired from the firm of Garrison & Minch, Bridgeton, N. Y. They do a large business in grain, fertilizers, etc.

J. S. Ozee has purchased W. O. Glines' interest in the elevator at Cushman, Ill. The style of the new firm is Ozee & Fleming.

Busby Bros. have sold their elevator at Lebanon, Ind., to Geo. C. Shirley & Son, who are well-known farmers in that vicinity.

The Charlotte Oil & Fertilizer Co., Charlotte, N. C., has purchased from the Barnard & Leas Mfg. Co. a Cotton Seed Hull Packer.

Switz City, Ind., has given a bonus of \$1,500 to J. O. Pate for building a mill and elevator. Work will be commenced soon.

It is reported that the Vandalia Lines will build a large elevator at St. Joseph, Mich., for transferring the grain received by boat.

Mrs. C. Evans has sold her elevator and cribs at El Paso, Ill., to Shearer & Shearer of Flanagan, who took possession February 1.

S. M. Stanford and Edgar S. Wood have formed a copartnership and purchased W. R. West's elevator at Minneapolis, Kans.

Fred Hillman of Mackinaw, Ill., recently shelled and delivered 3,450 bushels of corn in one day, hauling it three and a half miles.

McCray & Morrison of Kentland, Ind., have recently made some improvements in their elevator, the machinery being furnished by the Webster Mfg. Co.

Chas. and John Wiemer of Emden, Ill., have plans ready for two elevators which they will put up in the near future. One will be between San Jose and New Holland, in charge of Chas. Wiemer, and

the other at Klondike, between San Jose and Green Valley, in charge of John Wiener. Both are on the new line of railroad.

F. D. Wingert and E. A. Marks of Tipton, Iowa, have formed a partnership, and will engage in the real estate and grain business.

It is said that Carrington, Hannah & Co. are to build a 15,000-bushel elevator at Reddick, Ill., to be operated by a gasoline engine.

Z. W. Graff has his elevator completed at Middletown, Ill., and is now building one at Fancy Prairie, eight miles south of Middletown.

J. K. Waller of Morganfield, Ky., it is said, will engage in the grain business at Louisville in connection with A. Waller of Henderson.

Phillip Rham of New Orleans, La., is a recent purchaser of a No. 31 Barnard Special Grain Separator from the Barnard & Leas Mfg Co.

The wheat and barley market at Fond du Lac, Wis., is enjoying a boom. It is said that more grain is being received than ever before.

The Hayfield Farmers' Elevator & Mercantile Co. of Hayfield, Mower Co., Minn., has been incorporated with a capital stock of \$10,000.

J. & S. McEachen of Douglas, Ont., having closed their grain business for the season, are engaged in the pulpwood business for the winter.

F. R. Richardson, a grain dealer at Fairgrove, Mich., has announced that he will build a new 15,000-bushel elevator there in the near future.

L. Frensdorf & Son of Hudson, Mich., are reported to have done a business in grain, clover seed and wool in 1897 amounting to \$500,000.

R. F. Cummings of Clifton, Ill., recently purchased a 6½-horse power Webster Gasoline Engine. He already has several of these in use.

J. B. Spellman, a grain and feed dealer at Kansas City, Mo., has made an assignment. The assets and liabilities are placed at about \$3,000 each.

The Pearson Elevator at West Lebanon, Ind., has been purchased by the stockholders of the Farmers' Bank. They assumed control February 1.

The business men of Nauvoo, Ill., have organized a grain buyers' association. A. J. Berger and Wm. J. Single are leaders in the movement.

The Peoria Evening Journal says the farmers in the vicinity of Minier, Ill., are organizing with the intention of building an elevator at that place.

Richardson & Cooper are improving their elevator at Elliott, Ill. Improved machinery will be added, and a gasoline engine has already been placed.

The Eagle of Wichita, Kaus., continues to point out what it considers good reasons why that city should have a much larger elevator capacity.

The W. W. Cargill Co. has let a contract for a 20,000-bushel elevator at Seymour, Wis. It will be operated by a 5-horse power gasoline engine.

E. W. Harriman, E. M. Parrot, and W. W. Webb were recently elected as a Board of Directors by the Sodus Bay Elevator Co., Sodus Center, N. Y.

Benson Bros. have sold their grain business at Anchor, Ill., to the Crescent Grain Co. of Bloomington. Roy Reynolds has charge of the office.

M. H. Campbell, a grain dealer at Redfield, S. Dak., has admitted his son into the business, and the firm will be known as M. H. Campbell & Son.

The Chicago Railway Terminal Elevator Co. of New York, with a capital stock of \$3,000,000, has been licensed in Illinois with a capital of \$397,000.

The elevators at Miami and Bennetts, Ind., owned by Mercer & Neal, have been purchased by William H. Coucher of Peru, and his son James of Bennetts.

J. Alcide Rivet has entered the wholesale and retail grain and produce business at Montreal, Can., under the style of the Montreal Produce Exchange.

The Elliott Elevator Co., recently organized by farmers at Elliott, Ill., has let a contract for the building of its elevator, to be completed in 60 days.

A trustee has been appointed for the benefit of creditors to take charge of the business of J. J. Yerby, a grain and cotton buyer at Hillsboro, Texas.

The Turner-Hudnut Co. has commenced the erection of a second steel storage tank at Pekin, Ill. It will have capacity for about 40,000 bushels of shelled corn.

It is reported that the farmers have organized a mutual elevator and mercantile company at Havana, Minn., and will build a 15,000-bushel elevator at once.

The grain elevator capacity at Fort William, Ont., aggregates 5,250,000 bushels, as follows: Elevator A, 1,250,000 bushels; Elevator B, 1,300,000 bushels; Elevator C, 1,200,000, and the new steel tank ele-

vator which is about completed has a capacity of 1,500,000 bushels. The cleaning elevator at Port Arthur has a capacity of 250,000 bushels.

W. D. Castle & Co.'s elevator at Gridley, Ill., is about ready for business. It is 65 feet high, with steel roof and siding, and has a capacity of 40,000 bushels.

One day recently Jordan Brothers' elevator at Heyworth, Ill., took in 360 loads of shelled corn averaging 55 bushels, or a total of nearly 20,000 bushels.

T. J. Keiser of Hammond, Ill., has put in his elevator a 6½-horse power Webster Gasoline Engine, and the necessary machinery to make connections.

The parties who purchased Phillips Bros' elevator at Parnell, Ill., have leased it to the Middle Division Elevator Co. of Chicago. C. P. Arbogast is acting as agent.

P. S. Peterson of Dickerson, Ill., recently placed some machinery in his elevator, including shafting, elevators, etc. It was furnished by the Webster Mfg. Co.

It is reported that the numerous grain elevators of Greenleaf & Baker are so crowded that they are trying to lease the Santa Fe Elevator at Atchison, Kans.

Yentes & Dodds of Morton, Ill., have sold their thrashing and shelling machinery business, and purchased the grain and clover seed business of Tucker & Mosiman.

It is reported that the Pittsburg & Gulf Railway is about to contract for the erection of a 700,000-bushel elevator on the end of slip No. 3 at Port Arthur, Texas.

The J. M. Snively Elevator at Cerro Gordo, Ill., has been sold at Master-in-Chancery sale to the Shellabarger Milling & Elevator Company of Decatur, for \$2,150.

Thompson, Sons & Co., grain dealers of Fort William, Ont., will remove to Winnipeg, Manitoba. They left the latter place last summer, but have decided to return.

It is reported that a 1,000,000-bushel addition will be made at once to the Port Richmond Elevator at Philadelphia. This house is owned by the Pennsylvania Railroad Co.

Nelms & Heye, successors to Nelms & Havighorst, have leased the Charter Oak Elevator at Petersburg, Ill., for another year, and employed O. F. Hubbard as their local agent.

Frank L. Kidder, who recently purchased the Monarch Mills at Paris, Ind., has plans completed for an elevator there. Work on it will be commenced immediately.

J. M. Head of Nashville is building a 60,000-bushel elevator at Raganne, Sumner Co., Tenn., in connection with a new flouring mill. He expects to have it completed by May 1.

The Star City Machinery & Foundry Co., Lafayette, Ind., was a recent purchaser from the Barnard & Leas Mfg. Co. of a Victor Corn Sheller and a Cornwall Corn Cleaner.

The Oakdale Elevator Co. at Chicago has been incorporated with a capital stock of \$50,000. The incorporators are: Wm. W. Brunson, Geo. A. Faragher and Ray D. Wait.

Farmers around Sault Ste. Marie, Mich., are agitating the plan of erecting an elevator at the Soo in order that they may have a ready cash market for their wheat, oats and peas.

At a meeting of 150 farmers, held at Center, Tazewell Co., Ill., a few days ago, it was decided to erect a cooperative elevator on the Vandalia Line between Center and Minier.

The W. W. Cargill Co. has let the contract for a 20,000-bushel elevator at Elewa, Wis. It is to take the place of the one just burned, and is to be in running order in one month.

The Marshall & Michael Grain Co. has been incorporated at Joplin, Mo. The capital stock is \$10,000, subscribed to by W. H. Marshall, J. P. Michael and Julius C. Miller.

C. H. Comstock recently placed an order with the Webster Mfg. Co. for a complete outfit for his new elevator at Ashkum, Ill. It will be run by a 10-horse power Gasoline Engine.

Charley Long has sold his interest in the grain business at Struble, Iowa, to his partner, Mr. Van Rossum, and will hereafter devote his time to his elevator at Springfield, S. Dak.

The Canadian Pacific Railway Company has let the contract for forty-eight steel tanks to be constructed at Ft. William, Ont. They will have an aggregate capacity of 3,000,000 bushels, and will be operated in connection with the company's elevators

at that point. The operating part of the plant will be built of steel, likewise the two belt galleries over the tanks, while the belt tunnels under the tanks will be constructed of stone.

A. H. Linebarger of Bloomington has purchased F. M. Snyder's elevator at Stanford, Ill. J. A. Harrison will have charge of the business. Scales and other machinery are being added.

Jo Hardie, C. P. Clay and John Wilson of Estherville, Iowa, have entered into a partnership and purchased the Spies Elevator at Graettinger. Mr. Wilson will have charge of the business.

Ed Leet, who recently sold his elevator at Tobias, Nebr., is now buying grain at Burrus, Daykin, Helvey, and other points on the St. J. & G. I. road, with headquarters at Fairbury, Nebr.

The bean warehouse operated by the Saginaw Milling Co. at North Saginaw, Mich., has a capacity of one car of hand-picked beans per day. The cleaning is done by 12 double machines and 24 girls.

W. W. Mudge of Homer, Ill., recently sold to one concern 175,000 bushels of oats which were stored at Ogden. It is probably the largest single sale of grain ever made in that section of the state.

Early & Daniels of Cincinnati, Ohio, are building an addition to their elevator to double the present capacity. When completed, the elevator will have a capacity of 200,000 bushels of grain.

Chas. B. Benedict is having an elevator put in his building at Great Barrington, Mass. It will deliver grain from cars to any floor in the large building, in which he also conducts a flour and feed business.

It is reported that Ed. A. Deitz, agent at Groton, Minn., for the Bagley Elevator Co. of Minneapolis, left home January 1, and has not been heard from since. His accounts are short a few thousand dollars.

The Journal of Sioux City, Iowa, says: "Most of the grain elevators for many miles out from Sioux City are idle. Local feeders and local speculators are paying higher prices for corn than shippers can afford."

The Northern Grain Co. of Chicago, who recently commenced to operate the J. F. Spoon & Co. Elevator at Janesville, Wis., has made numerous improvements and added an 18-horse power gasoline engine.

The Grand Trunk Railway has let the contract to a Minneapolis firm for building the Midland Elevator at Toronto, Ont. It will have a capacity of 1,000,000 bushels, and is expected to be finished about June.

The Kansas City Milling Co. are to erect a \$10,000 elevator at 2322-24 Broadway, Kansas City, Mo. The Webster Mfg. Co. has the contract for all the machinery to equip the plant, which will be modern in every way.

At the annual meeting of the Farmers' Elevator Co. of Kenyon, Minn., O. F. Henkel was elected president, W. R. Collister, secretary, and A. T. Kjos, treasurer. Over 300,000 bushels of grain were handled in 1897.

The Philadelphia Grain Elevator Co. has made application to the Board of Port Wardens for a permit to extend its pier at Ann Street. It will then build an addition to its elevator, with a capacity of 500,000 bushels.

It is said that Milmine, Bodman & Co.'s grain agency at Homer, Ill., contemplates hauling 135,000 bushels of corn across the country to Ogden in order to take advantage of a better shipping rate on the Big Four Railroad.

Farmers and merchants in and about Ashland and Pleasant Plains, Ill., have organized a company for building and operating an elevator at each of the above places. Joseph Votsmier is president, and Geo. S. Bergen, secretary.

Christ Zimmerman has severed his connection with the grain business of Roberts & Marchel at Morton, Ill., and entered into partnership with Peter Belsley. They will do business under the name of Belsley & Zimmerman.

The Union Elevator Company of Kansas City, Mo., have elected the following as directors: J. K. Davidson, W. Pratt, H. Emmert, Homer Reed, J. P. Dana, W. A. Nettleton, B. Diefendorf, J. N. Davidson, S. F. Fultou.

President C. G. Watkins of the Cleveland Grain Company, Cleveland, Ohio, says plans are being considered to either enlarge the present structure, which has a capacity of 500,000 bushels, or to build a new elevator at Linndale.

Work on the Manchester Ship Canal Elevator at Manchester, England, which is being built by John S. Metcalf & Co. of Chicago, is progressing satisfactorily. The bins have been completed, and the structure will soon be under cover. The elevator

has been inspected with great interest by many British engineers, who do not hesitate to praise the work. No doubt, many other elevators on the American plan will be built in England as soon as this one is in running order.

At the recent annual meeting of the Farmers' Mercantile & Elevator Co. of Zumbrota, Minn., the following officers were elected: President, Hon. E. A. Bigelow; treasurer, R. O. Lund; secretary, Ben Kolbe; manager, N. P. Nesseth.

The Meriden Grain & Feed Co. has been incorporated at Meriden, Conn., with a capital stock of \$25,000. The shareholders are A. L. Collins, J. L. Billard, B. W. Collins of Meriden, and Prentiss, Brooks & Co. of Holyoke, Mass.

Among the many recent sales of elevator machinery by the Barnard & Leas Mfg. Co. was that of a Victor Corn Sheller, Cornwall Corn Cleaner and a Little Victor Corn Sheller and Cleaner to the E. H. Pease Mfg. Co., Racine, Wis.

At the annual meeting of the Farmers' Elevator Co. of Faribault, Minn., the following were elected as officers for the ensuing year: President, John Keske, of Wells; secretary, J. L. O'Brien, of Wells; treasurer, S. J. Leahy, of Warsaw.

Risser Bros. of Kankakee have leased a portion of the large buildings at Bradley, Ill., formerly occupied by the Wakefield Rattan Co. The buildings are being fitted up for cleaning and storing grain. They will have good switching and shipping facilities.

Harper & Colehower's elevator at La Rose, Ill., was completed and put in operation last month. It is a frame structure 60x60 feet, covered with corrugated iron. It has six bins with a combined capacity of 15,000 bushels. It is the second elevator for that town.

It is reported that the financial embarrassment suffered by the grain firm of Gray, Babcock & Sears at Ida Grove, Iowa, early last month, will be only temporary, and that business will shortly be resumed by the firm. This is good news to the firm's many friends.

The Armour Packing Co. is building a grain warehouse with a storage capacity of 500 cars, and an elevator of 20,000 bushels' handling capacity in Armourdale, Kans. The buildings are to be operated under lease by the recently organized grain firm of Sherwood & Beekman.

The 600,000-bushel Venice Elevator at Venice, Ill., owned by the Consolidated Elevator Co. and leased to John Thyson, has been declared regular by the St. Louis Merchants' Exchange. This house is under the management of Gilbert Sears, who is also superintendent of the Advance Elevator.

Oliver G. Russell, a Steubenville, Ohio, grain man, who has been in the habit of keeping his money at home in an old clock on the mantel recently discovered that he had been robbed of \$975. However, \$120 was in some manner left behind by the thief, for which Mr. Russell should be thankful.

One hundred and twelve stockholders of the Farmers' Elevator Co. of Pine Island, Minn., were present at the recent annual meeting. The manager's report showed that 156,186 bushels of grain and seeds had been purchased during the past year, and the net profits of the company for that period were \$722.73.

The addition to the elevator of The Texas Star Flour Mills Co. at Galveston, Tex., being built by the Macdonald Engineering Co., has been completed and is handling large quantities of grain. It has a large conveyor gallery running along the wharf between two slips so that vessels can be loaded promptly.

W. P. Durst, who has lately been buying grain for Hellickson Bros. at the Farmers' Elevator Prestou, Minn., disappeared on the first of this month. It is reported that he is short on everything he handled. Two years ago he was short \$2,800 with the Farmers' Elevator Co., but the matter was bridged over.

The Western Elevating Association of Buffalo, N. Y., will erect a 1,000,000-bushel steel elevator to replace the Sturgis Elevator, which was recently burned. The site selected will give a water frontage of 1,100 feet on the Buffalo River and Blackwell canal. Plans are about completed, and the work will then be pushed along rapidly.

The Farmers' Creamery at Milbank, Minn., has proved so successful that they have organized the Coöperative Farmers' Elevator Co., and will incorporate with a capital stock of \$15,000, with shares at \$15 each. The following board of directors has been elected: C. W. Marteus, Wm. Paul, Ben Moser, L. M. Kaercher and Geo. B. Ishaam.

John R. Robertson, a grain dealer of Weldon, Ill., makes the following statement, in the Bloomington Pantagraph, as to the convenience of his plant: "I have things arranged rather handy here in my grain office. I have a telegraph wire to my house, and also to the depot, so as to find out when cars are left for me. Wires connect me with the engine room,

with the corn cribs and bins. When a wagon drives up the dump, an electric bell sounds in my office. When a car is loaded an electric bell tells me of it, and also the number of bushels it contains."

The Farmers' Mercantile & Elevator Association of Northfield, Minn., held its annual meeting last month and elected directors and officers. G. Fish was made president, C. R. Griebler, treasurer, and J. W. Alexander, secretary. The elevator was built last summer, and it is claimed that the market price of grain was raised and a small profit also made.

It is reported that the McFarlin Grain Co. will materially increase the size of its elevator plant at Des Moines, Iowa. It is said that the Kansas City, Pittsburg & Gulf Railway will soon have a connecting line to Des Moines, thus giving a direct route to the gulf, and that shipments now coming East will be diverted by the Port Arthur route.

Eugene Heyward of Cropsey, Ill., makes the following statement, through the Bloomington Pantagraph: "Cropsey is one of the best grain points for its size of any place along the Kankakee branch. I have cribbed over 10,000 bushels of new corn. There are two other grain merchants besides myself, too. Corn is extra solid this year, and around here I think will average 50 bushels to the acre."

Goodrich Bros. of New Castle, Ind., expect to have their 15,000-bushel elevator ready for business before the end of this month. A hay baler of about 20 tons' daily capacity is being put in, and the plant will be operated by gas engines. A Victor Corn Sheller, a single cylinder corn sheller, a No. 35 special separator, and the elevating machinery are being supplied by the Barnard & Leas Mfg. Co.

Owing to the increased amount of corn and wheat received at Charleston, S. C., since the opening of the large elevator there, it is expected that the export trade of that port will extend much farther into the spring or summer than heretofore. When cotton was about the only export article, the shipping was soon over, but now nearly all vessels carry mixed cargoes of wheat, corn, flour, cottonseed meal, iron and cotton.

President James Mallman, of the Advancement Association of Sheboygan, Wis., has announced that the Association will guarantee 10 per cent. interest for 10 years on an amount invested by anyone in building a 1,000,000-bushel elevator at that place. Also that freight rates will be guaranteed the same as are enjoyed by Green Bay, Manitowoc and Milwaukee. This looks as though Sheboygan wants an elevator bad enough to get it.

The Canada Atlantic Railway, which is preparing to haul grain to the seaboard from Georgian Bay ports, has recently completed a 1,000,000-bushel elevator at Parry Sound, Ont., the western terminus of its road, and has just let the contract to John S. Metcalf & Co. of Chicago, for a 500,000-bushel elevator at Coteau Landing, Quebec, near where the road crosses the St. Lawrence River. John S. Metcalf & Co. made the plans and specifications, and superintended the construction of the elevator at Parry Sound. The elevator is about four miles from the town of Parry Sound, at a point known as Depot Harbor, where the railroad company owns the harbor, and has extensive warehouses lighted by electricity. The harbor has 28 feet of water in the shallowest place, so the largest lake vessel will be able to enter the harbor. The power plant, which is in an adjacent building, is large enough to operate another large elevator, and space has been reserved for a duplicate of the one completed.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

N. S. Beale, Tama, Iowa.
S. R. Hawks, Lebanon, Tenn.
B. A. Lockwood, Des Moines, Iowa.
Robt. W. Jessup, San Francisco, Cal.
M. Harmon, of the Harmon-Whitmore Co., Jackson, Mich.
F. L. Cranson, representing the S. Howes Co., Silver Creek, N. Y.

Nicola Tesla, the electrical inventor, claims to have invented a means of producing steam by the sun's rays, for operating engines and performing all the multitude of duties to which steam is adapted. He says he is perfecting the apparatus, which is simple, the only complicated thing being his secret method of chemically treating the water.

It is said that the insects known as green plant bugs, which last year destroyed considerable wheat in several counties in South Dakota, later took refuge in corn stalks. In some instances they caused the death of cattle feeding on the stalks. This winter it is discovered, they have invaded the Russian thistles, and the county commissioners have therefor issued instructions that all these noxious weeds be destroyed.

COMMISSION

A receiver has been appointed for the grain commission business of Willis D. Hallabrant at Chicago.

J. F. Gogarty has retired from the grain commission firm of J. W. Hastings & Co. at New Orleans, La.

Will T. Dillon and Clarence C. King have formed a partnership for conducting a grain and stock commission business at Kansas City, Mo.

The E. J. Miley Co. has been incorporated at San Francisco, Cal., with an authorized capital stock of \$10,000, to conduct a commission business.

J. A. Brubaker has retired from the firm of Brubaker & Lowe Commission Co., Kansas City, Mo. J. W. Lowe continues the business under the style of J. W. Lowe & Co.

The grain commission firm of Frost & Co. at Chicago failed on February 11. F. S. Frost and E. H. Havens comprised the firm, which has been in business about six months.

George B. McCabe, of the grain commission firm of Southworth & Co., Toledo, Ohio, fell on an icy walk near the Produce Exchange, on January 26, and broke his left leg at the ankle.

The Broughton & Nickels Co. has been incorporated at Chicago to buy and sell grain. The capital stock is \$10,000, and the incorporators are John W. Broughton, E. A. Nickels, and Hattie S. Broughton.

Wm. B. Linell, doing business as a grain broker at Rushville, Ind., for L. A. Kinsey & Co. of Indianapolis, Ind., left for parts unknown recently. He is said to be short \$1,500 belonging to his firm and his patrons.

On January 18 the Bird & Miller Grain Co., Kansas City, Mo., made an assignment. The principal liability is money borrowed from the American National Bank. It is thought the assets will cover all claims.

Jeff. Teweles, who has for a dozen years or more been engaged in buying grain at Algoma, Wis., has removed to Milwaukee, and engaged in the commission business. His firm will be known as the Teweles Commission Co.

The members of the new firm of J. H. Bowman & Co., which recently succeeded the firm of Paddock, Hodge & Co. at Toledo, Ohio, are J. H. Bowman, of the old firm, George A. White, until recently with Southworth & Co., W. R. Worts and Chas. R. Bowman. The latter is a son of the senior member of the firm.

Owing to the death of J. Walter Carpenter, on January 2, the grain commission firm of Dudley & Carpenter, Baltimore, Md., has been dissolved. Hiram G. Dudley, of the late firm, and J. Frank Ford have entered into partnership, and will continue the business under the old firm name of Dudley & Carpenter.

Washington is the "cap sheaf" of the wheat producing states, so far as yield is concerned. The average production per acre, year by year, is 25 bushels as compared with 15 to 18 bushels in many of our largest wheat states. Many sections of Eastern Washington produce 35 to 40 bushels year after year, while prize yields of 100 bushels or more are frequently reported.



"A BEAR'S DREAM OF LEITER."

—Zahm's Circular.

Fires - Casualties

A windstorm unroofed the elevator at Mt. Carmel, Ill., on January 25.

January 16 a fire on the farm of Andrew Smith, near Williams, Iowa, burned 1,500 bushels of oats.

The elevator connected with Wetherald Brothers' flour mill at Hebron, Nebr., was burned last month.

Wagner & Flaherty's feed and grain warehouse at Okeola, Pa., burned January 25. Estimated loss \$3,800.

Kell & Gibbs, dealers in grain and implements at Clifton, Texas, suffered a loss by fire early this month.

M. B. Shrader, dealer in grain and hay at Alexandria, Ohio, is reported to have suffered a loss of \$5,000 by fire, with an insurance of \$2,000.

The elevator at Maysville, Ill., was discovered to be on fire at 11 p. m., January 7, but was put out after considerable damage had been done.

G. S. Cooper & Co.'s elevator at Bannister, Gratiot Co., Mich., was destroyed by fire January 14. The loss is reported as \$5,000, partially insured.

A fire at Montevideo, Minn., January 15, destroyed S. Strong's elevator, and about 6,000 bushels of wheat. Loss said to be \$10,000, fully insured.

While assisting in loading a car of grain recently at L. W. Porterfield's elevator, St. Joseph, Ill., A. P. Heacock fell from a 10-foot scaffold and broke his arm.

The Cargill Elevator and the Northern Grain Co.'s elevator at Elewa, Wis., were burned on January 25, together with their contents, said to be 5,000 bushels of oats.

The Northwestern Elevator Co.'s elevator at Minto, N. Dak., burned January 10. It contained 22,800 bushels of grain. The loss was fully covered by insurance.

A fire supposed to have started from the engine room destroyed Smith & Conklin's elevator at Minden, Nebr., on February 8. It contained considerable wheat and other grain.

Isham Bailey's elevator and warehouse at Versailles, Ky., was burned January 24. It contained 30,000 bushels of wheat, 14,000 pounds of hemp, and 800 bushels of clover seed.

The Northwestern Elevator Co.'s elevator at Willmar, Minn., caught fire from an overheated stove-pipe, on January 15, and was destroyed. It contained about 7,000 bushels of wheat.

An elevator, owned by Campbell Bros. & Ramsey, just erected at Laomi, Ill., was struck by a small cyclone on January 25, and demolished. The machinery had not yet been placed in the building.

The warehouse of the Marsden Cellulose Co. at Marsden, Ind., three miles from Owensboro, Ky., was burned on February 6, together with 20,000 tons of corn stalks. The loss is placed at \$80,000.

The elevator of the Collin County Mill & Elevator Co. at McKinney, Tex., under the weight of 90,000 bushels of wheat, crushed its foundations and tipped over to one side so far that extensive repairs will be necessary.

Whaleback No. 135, lying in the North Branch of the Chicago River, with a cargo of 250,000 bushels of wheat, was saved from destruction by fire January 28 by the prompt work of a fireboat. The damage to vessel is only about \$300.

The top of the shaft in the Eldorado Elevator in Weehawken, N. J., was discovered to be on fire on February 7. On account of the height considerable difficulty was experienced in fighting the flames. The damage amounted to about \$2,500.

The C., M. & St. P. Ry. Co.'s elevator at Tama, Iowa, was burned January 15. It was operated by O. P. Beale & Co., who owned the warehouse, machinery and 17,000 bushels of grain. The insurance and salvage will nearly cover the firm's loss.

A fire at East Grand Forks, Minn., on January 20, spread to and totally destroyed the Minneapolis & Northern Elevator. This elevator was used principally for transferring grain from river boats to cars, and contained no grain at the time of the fire.

An elevator at Sanborn, N. Dak., belonging to the W. W. Cargill Co., was destroyed by fire January 26. It was valued at about \$5,000, and contained 500 bushels of wheat, 800 bushels of flax, and 700 bushels of corn. The loss is fully covered by insurance.

R. W. Benjamin, a helper to the grain inspector employed by the Washburn-Crosby Co. at Minneapolis, Minn., was struck by a Minneapolis & St. Louis passenger train on the morning of January 31, and was so badly injured that he died at the hospital an hour later. To avoid an approaching engine, he

stepped onto another track and was struck in the back by the engine of the passenger train, which he had not noticed.

In the great storage warehouse fire which occurred at Pittsburg, Pa., on the 9th, with a loss of more than 25 lives and \$1,500,000 worth of property, the American Cereal Co. of Chicago is reported to have lost \$5,000 worth of goods, doubtless covered by insurance.

On January 14 fire destroyed the grain elevator and cold storage plant of the Citizens' Ice & Cold Storage Co. at Atlantic City, N. J. A large quantity of grain was destroyed, as well as the stock of the Atlantic City Flour & Feed Co., who also occupied the buildings.

The elevator at Otterbein, Ind., owned by W. P. Breckenridge of Kankakee, Ill., was set on fire on the evening of January 26 by unknown parties. A couple of boys ran to the office and notified Guy Deardorf, who succeeded in putting it out with a fire extinguisher.

The elevator of Leiton & Co. at Summit Grove, Ind., on the C. & E. I. R. R., four miles north of Clinton, was burned on the 6th, together with adjoining cribs and five cars. Considerable corn and wheat was destroyed. The cause of the fire is unknown, but incendiarism is alleged.

Chas. Delahunt & Son's elevator at Olathe, Kans., was burned on the night of February 3. The cause of the fire is not known. The building and machinery were valued at \$4,500, and the grain at about \$2,000. The insurance on the grain was \$1,500, and on the building and machinery \$3,200.

On the evening of January 25 the Union Elevator at East St. Louis, Ill., was totally destroyed by fire, which spread to a number of railroad and other buildings. At least 50 freight cars were burned, and many more partially destroyed. The total loss of property is estimated at over \$1,000,000. The elevator was owned by the Consolidated Elevator Co. of St. Louis, Mo. It was rebuilt in 1893, and had a capacity of over 1,000,000 bushels. It contained at the time of the fire 282,000 bushels of wheat, 500,000 bushels of corn, and a small quantity of oats and rye, while many of the burned cars were loaded with grain. The elevator was valued at \$150,000 and insured for \$119,000. The grain was valued at \$700,000, and it is said that the insurance aggregates about \$350,000. Among the owners of the grain in store are the following: Isaacs & Sherry Grain Co., Thomas Akin, E. B. White Grain Co., H. C. Haarstick, and the Block-Dean Co. The origin of the fire is not known.

WATERWAYS

It has been proposed to turn the Erie Canal over to the federal government. The state constitution of New York would have to be amended to permit the transfer, and a resolution to that end was introduced in the Legislature in January.

Erie, the only lake port in the state of Pennsylvania, shows the following lake receipts of grain for 1897: Barley, 442,407 bushels; corn, 9,891,032 bushels; oats, 373,000 bushels; wheat, 5,088,701 bushels; rye, 793,476 bushels; flaxseed, 480,047 bushels, and flour, 1,997,981 barrels.

There were 55,924,306 bushels of wheat passed through St. Mary's Canal during 1897, against 63,256,463 bushels in 1896; grain, other than wheat, amounting to 20,889,688 bushels passed through the canal in 1897, against 27,448,071 bushels in 1896, and flour amounting to 8,921,143 barrels, against 8,882,858 barrels in 1896.

It is alleged in Canada that since the recent construction of large lake vessels carrying from 200,000 to 300,000 bushels of grain, the Canadian route to the seaboard has been at a great disadvantage as compared with the American route. The Canadian government may form plans for deepening its canals so that Canada may retain her share of the large traffic of the Northwest to the seaboard.

The owners of lake grain carrying vessels and Buffalo elevator proprietors have been having a warm contention over the charge for the use of steam shovels in unloading grain cargoes. The vesselmen have demanded a reduction in the charge of \$1.00 a thousand bushels of grain, claiming that if it is not allowed they will equip their boats with steam shovels and let the elevators alone.

The Ways and Means Committee of the New York Assembly has presented a bill providing for the appointment of seven citizens by the governor to constitute a Canal Investigating Commission. The commission is to examine and report concerning the work already done in improving the state canals; the contracts made therefor, the amount of money expended, and the amount required to complete the improvement. The report must be made to the

governor by next June. The bill is the result of the \$9,000,000 voted by the people for the canal improvement, on the estimates of the state engineer being inadequate by \$6,000,000.

The large western shippers of grain from the port of New York are demanding of the railway companies that grain be transferred from cars to the steamers without charge. The Erie elevator is said to be performing this service, in connection with canal boats, in competition with floating elevators, but it makes some charge for the service. For the most part, the business at the port is controlled by floating elevators.

The Lake Carriers' Association at its recent meeting at Detroit, Mich., elected officers as follows: Captain J. S. Dunham of Chicago, president; C. H. Keep, Buffalo, secretary, and George P. McKay of Cleveland, treasurer. The special committee on the Buffalo grain shoveling contract awarded the contract, after considerable deliberation, to W. J. Conners of Buffalo. The bids of Mr. Conner and that of James Kennedy, his principal opponent, were both \$2.95 per 1,000 bushels.

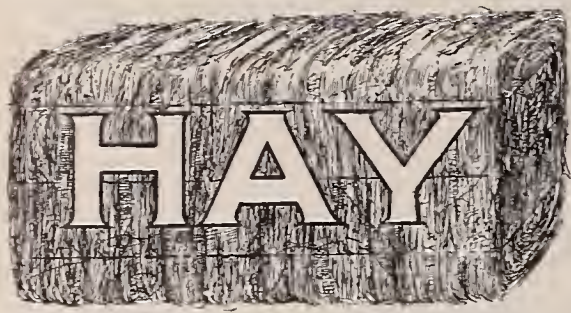
The work of establishing a steel barge line from St. Louis to New Orleans will be pushed forward rapidly to completion. It is stated that the manager of the line will be Alexander McDougal of Chicago. The problem of constructing towboats of sufficient capacity and lightness of draft to do their work and skim the sandbars at all seasons will be solved by having the towboats equipped with an adjustable stern wheel that can be lifted when shooting a bar, and dropped for navigable water.

Shylock said: "There be land rats and water rats." There are trusts upon the land, and it is reported in marine circles that there is a movement on foot to form a trust of the lake steamboat lines, with the exception of the Flint and Pere Marquette and the Grand Haven lines. It is said that a combination of the lines would put an end to the fierce competition which has characterized the passenger and freight business of the Lake Michigan transportation companies during the past two years.

The new company which was organized in 1894 to commence work on the Panama Canal has employed, since that time, on an average, about 3,000 laborers. The new organization is composed mostly of Frenchmen, as was the old one. A committee will investigate the progress of the work at some time during the next 12 months, and if it makes a favorable report it is expected that the means will be secured for pushing the work more rapidly. The canal is now practically finished from Colon, on the Atlantic, to Bujeo, a distance of 14 miles. The total length of the canal from Colon to Panama on the Pacific will be 54 miles. The width of the canal will be 160 feet on top and 72 feet on the bottom, except through the Culebra cut, where it will be 78 feet on top and 29 feet on the bottom. Work was first begun on the canal in 1882 and continued until 1889.

The Pittsburg & Gulf Railway will soon award its contract for the construction of an elevator at Port Arthur, Tex. It will be built at the end of slip No. 3 on the water front, and will be used for handling and storing export grain. Work on the ship canal will be pushed forward with three dredges in the spring, and it is expected that there will be 16 feet of water in the canal by next June, from Port Arthur to Sabine Pass. At that depth barks, schooners and a large percentage of ocean freighters will be able to sail up to the docks at Port Arthur. Steamers which draw more than 16 feet of water will take two-thirds of a cargo at the Port Arthur docks, and the loading will be finished at the southern terminus of the canal by means of lighters. While the canal is being used in this manner the work of deepening it to 25 feet will be continued. It is expected that the largest ships afloat will be enabled to reach the Port Arthur docks by the end of the year. The canal is 183 feet wide at the top, and 83 feet at the bottom.

The Canal Boat Owners' Association of the state of New York has drafted two bills for the protection of the commerce of the state, and of the canals which will be placed before the legislature. One of the bills appropriates \$120,000 for the purchase of four grain elevators at Buffalo by the state superintendent of public works, and provides also that he may institute condemnation proceedings to take elevators that are now in use there, and which he may decide on best suited to the purpose of the state. The other bill provides that any railroad corporation operated wholly or partly within the state, which shall charge or receive a greater sum for transporting flour, grain, meats, lumber, merchandise, oil, iron ore, coal or any other products than is charged by any other railroad for carrying from the same point of shipment to the seaboard to some port other than the port of New York, shall be declared to have abrogated its charter, which shall become the property of the state. Violation of the act is to be construed a conspiracy, and upon conviction the person guilty of such violation may be fined from \$5,000 to \$25,000, or imprisonment from one to five years.



D. B. and T. M. Applegate have engaged in the hay and feed business at Manasquan, N. J.

The firm of Estes & Brown has been established to engage in the hay and grain business at Birmingham, Ala.

About 500 to 800 tons of hay were destroyed in an extensive fire on the bottom lands near Gering, Nebr., on January 19.

Nelson Le Clair and William Jeffers have formed a partnership to engage in the hay and grain business at Springfield, Mass.

Charles M. Nelson and A. J. Williams have formed a partnership and will engage in the hay, grain and produce business at Wilkesbarre, Pa.

J. T. O'Rourke, carrying on a hay and feed business at Philadelphia, Pa., as J. T. O'Rourke & Co., has made an assignment. He had been in business for 15 years.

O'Brien & Coleman of Marshall, Mich., made a shipment recently of 24 cars of baled hay to Liverpool and Glasgow. The total weight of the shipment was almost 300 tons.

Jacob Bauer, senior member of the hay and grain shipping firm of Baner & Lewis of Crestline, Ohio, died January 26. His death was due to typhoid fever and a stroke of paralysis.

Ezra G. Clymans of Waynesboro, Pa., has been granted a patent on a timothy cleaning attachment for grain separators, which he has assigned to the Geiser Mfg. Co. of that place.

According to the final estimate of the statistician of the Department of Agriculture, the United States produced 60,664,876 tons of hay on 42,426,770 acres last year. The crop was valued at \$401,390,728.

The large hay warehouse at Princeton Junction, N. J., owned by Jacob R. Wyckoff, was burned January 21. It contained a large amount of hay and straw, and two hay presses. The loss is estimated at \$5,000, with small insurance.

The directors of the Cincinnati Grain, Hay and Feed Dealers' Association have elected W. W. Granger, president; Chas. S. Maquire, secretary, and James A. Loudon, treasurer. The first banquet of the Association was held on the night of January 22.

Over in Garrett, Ind., a new industry has been introduced. It is the gathering of moss, which is cured and shipped to Chicago to be used as bedding in livery barns. As there are a great many Populists over there the crop of moss promises to be inexhaustible.—Wabash Tribune.

J. B. Spellman, hay dealer of Kansas City, Mo., made an assignment January 28. He had been engaged in the hay business in that city for 25 years. The main cause of the failure was slow collections, and the general unsatisfactory condition of the hay business which has existed for some time.

In the matter of exports of hay the United States is very much ahead of Canada in the number of shipments which it has been sending abroad. This is partly due to the much lower prices of American clover and clover mixed laid down at the seaboard, which enables exporters to pay the higher ocean freight demanded.

The hay market at Cleveland, Ohio, is suffering very materially for want of storage facilities. The city has no warehouses, either public or private institutions, and no terminal facilities for the care of hay. This being the case, it is necessary to find a market for all receipts upon arrival, and when receipts are heavy there is great inconvenience. The dealers of that city are hoping that at a not very distant time this lack of facilities will be overcome, and that a much better condition of affairs will prevail.

F. F. Collius, secretary and treasurer of the National Hay Association, writes us that in a recent vote of the officers and board of directors of the Association the result was almost unanimous in favor of holding the next annual convention of the Association at Buffalo, N. Y. Under the constitution and by-laws the Association meets the second Tuesday in August, consequently the convention will convene on August 9 and remain in session until all business that is before it is completed. The officers and board of directors hope that the meeting this year will have the largest attendance of commission merchants, hay dealers, balers and

shippers that has ever been known. Very extensive plans will be formulated for the entertainment of those who attend, and the benefits which will accrue from a personal attendance at the meeting will be such that no one in anyway connected with the hay or grain interests can afford to miss it.

P. J. Fransiola, hay dealer of Tacoma, Wash., has earned for himself the title of the Hay King. Mr. Fransiola has believed for some time that hay would advance in price and consequently his warehouses are full to overflowing. As the price has already advanced about \$5 a ton since his purchases and seems likely to go still higher, the title is not altogether undeservedly bestowed.

The large hay baling establishment of M. D. Shrader at Alexandria, Ohio, was burned on the morning of January 31. Mr. Shrader and an employee had gone to the warehouse before daylight and with a lantern Mr. Shrader mounted a pile of baled hay to look into a water tank. The pile of bales fell with him and the lantern was broken in the fall, setting fire to the hay. Mr. Shrader was badly hurt by the fall, and came very near being burned up with the building. Loss \$5,000, with a small insurance.

It is not generally known among farmers and hay producers, writes a correspondent of the Hay Trade Journal, that the Eastern markets have for the past two years been calling for hay pressed in large bales, and the demand for this style of bale is still increasing and is extending westward. The consumers in these eastern markets prefer these bales on account, first, of their fine appearance; next, because they are more loosely pressed and lay less broken than the small bales, and the more easily got ready for feeding.

The Pittsburg Grain and Flour Exchange, some time ago, appointed a committee to wait on the various railroads centering at that point for the purpose of urging upon them the necessity of constructing warehouses to facilitate the rapid handling of hay and grain. As a result of the action of the committee the Baltimore & Ohio road will build a large hay warehouse, where all hay arriving by that road can be unloaded, tallied, weighed and properly inspected. The Pennsylvania Company has also agreed to construct a hay warehouse for its patrons at some convenient location.

The hay and grain trade of Cincinnati was very much worked up recently over numerous letters that had been sent out by a Cincinnati firm to hay and grain shippers in near-by states offering to sell all consignments of hay and grain at the regular commission rates, and without attaching the usual expense of weighing and inspection. It appeared that the author of the letters had not committed an offense against any rules, but it is very likely that the incident will end in a movement on the part of the grain trade to establish rules that will prevent a similar occurrence in the future.

W. R. and Tom G. Hill, known as Hill Brothers Commission Co. at Kansas City, Mo., closed its business at Missouri and Grand avenues recently, and an attachment was immediately served on the feed store at Fifteenth and McGee streets, which was also supposed to belong to them. The unsettled accounts of the firm among hay and grain men amounted to \$1,600. The place at Fifteenth and McGee streets was well filled with hay, feed and coal, mostly stored in the basement. The firm denied owning the place, and a suit has been instituted by its creditors to show that the firm owned it, and to get possession to satisfy their claims.

The railroads that look after the interests of hay shippers by providing suitable hay terminals should receive the first preference from shippers in sending their consignments. It has been demonstrated repeatedly that hay cannot be handled satisfactorily on track. A very small part of the shipment can be seen at the car door, and the interior hay may be made up of very superior grades. Warehouses are needed to protect the hay from the elements, and to permit its being assorted and inspected. If the railroads who have such terminals are seen, by the railroads without them, to get the business, it will not be long before terminal warehouses will be erected by all roads.

The Hay Dealers' Association of Kansas City, Mo., held a meeting recently at which plans were formulated for a closer union of the hay receivers and dealers of that city, with the view to improving the trade and building up the market. The Association has two important subjects to deal with—the regulation of the size and weight of bales, and the inspection system. The minimum capacity allowed by railroads, at the present time, for car lots is 19,000 pounds. Under the present system of shipping, only about 15,000 pounds can be crowded into an ordinary car owing to the large size bales which are in vogue. This makes a direct loss to the shipper of about 4,000 pounds' freight charges, as the charge is for not less than 19,000 pounds, yet shippers paying the full charge can only get 15,000 pounds into a car. The most popular bale among the local hay men is one 36x18x14 inches, weighing

about 75 to 80 pounds. Such a bale could be packed into cars, using the entire capacity of 19,000 pounds or over, and an attempt will be made to make this the regulation sized bale in that market. It is also the plan to establish a better system of inspection. With a reliable inspection hay will sell more readily to outside buyers, and the trade can be carried on much more advantageously.

A case of considerable importance involving the question of illegal freight rates was decided January 22 by the Supreme Court of Iowa. Several prominent hay shippers in Northwestern Iowa brought suit against the Sioux City & Pacific and the Chicago & Northwestern railways to recover for alleged extortionate, unreasonable and illegal freight rates. It transpired in the suit that the plaintiffs were charged a rate which was less than the joint rate determined by the Board of Railroad Commissioners of Iowa, but at the same time the rate charged was more than the rate charged other parties. The court decided for the plaintiff, stating in its decision that when railroads voluntarily establish joint rates, all patrons must be given the same rate and there must be no discrimination.

Cincinnati shippers of hay and grain to the southern markets are complaining against an action of the Louisville & Nashville Railroad, which threatens to affect very seriously the shipments of Cincinnati into southern territory. In order to place the Cincinnati market more nearly on a par with Louisville in their relations to the southern territory, consignments of hay from Illinois points when rebilled at Cincinnati to Southern markets were allowed a shrinkage of three cents a hundred. This enabled Cincinnati shippers to make prices to Southern merchants by which they could compete with other markets. Another advantage was that of allowing cars from Aurora and Lawrenceburg to be billed through as from Cincinnati. The withdrawing of this concession has worked considerable hardship to the trade, and in addition the officials of the Louisville & Nashville Railroad have instituted a system of compelling proof of points from which shipments are made, when there has been application for the three-cent shrinkage.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Daily Trade Bulletin, were as follows: During the week ending January 22, the receipts of hay were 5,703 tons, against 5,504 tons the previous week. Shipments for the week were 146 tons, against 209 tons for the previous week. Only a moderate business was transacted. The arrivals during the early part of the week were liberal, and only a fair local demand existed. Later, the offerings became smaller, and while the demand did not improve much, a steadier feeling prevailed. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@8.50; No. 2, \$7.00@7.50; No. 3, \$6.00; Not Graded, \$6.25@8.25; Choice Prairie, \$7.50@8.00; No. 1, \$6.50@7.50; No. 2, \$5.50@6.00; No. 3, \$4.25@5.00; No. 4, \$4.00. Rye straw sold at \$5.50@6.00, and Oat straw at \$3.00@4.00.

During the week ending January 29, the receipts were 6,505 tons, against 5,703 tons for the previous week. Shipments for the week were 203 tons, against 146 tons for the previous week. The market was quiet and dull throughout the week. The local demand was only fair, and inquiry for shipment light. The daily arrivals were not heavy, but the light demand caused a slight accumulation on the tracks. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@8.50; No. 2, \$7.50@8.00; Not Graded, \$7.00@8.50; No Grade, \$5.00; Choice Prairie, \$7.25@8.00; No. 1, \$6.50@7.00; No. 2, \$4.75@6.00; No. 3, \$4.00@4.50; No. 4, \$3.00@3.50. Rye straw sold at \$5.25@6.00, and Oat straw at \$3.50@4.00.

During the week ending February 5, the receipts were 5,324 tons against 6,505 tons the previous week. Shipments for the week were 174 tons, against 203 tons for the previous week. The arrivals were quite heavy during the early part of the week and the demand was light from all sources. Prices ruled weak, but were not particularly lower. Toward the close of the week the receipts became smaller, and, although the demand did not improve much, a steadier feeling prevailed. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@8.50; No. 2, \$6.50@7.50; No. 3, \$6.50; Not Graded, \$7.00@8.50; Clover Mixed, \$7.00; Choice Prairie, \$7.50@8.00; No. 1, \$6.50@7.25; No. 2, \$5.50@6.00; No. 3, \$4.50; Rye straw sold at \$5.50@6.25, and Oat straw at \$3.75@4.00.

During the week ending February 11 the receipts were 4,059 tons, against 5,324 tons for the previous week. Shipments for the week were 203 tons, against 174 tons for the previous week. Only a moderate business was transacted during the week. The receipts showed quite a falling off as compared with the previous week, and the inquiry was correspondingly small. The demand was almost entirely on local account, shippers doing scarcely anything. A steady feeling existed, and prices show no material change. Sales of Choice Timothy ranged at \$8.75@9.50—outside for fancy. No. 1, \$8.00@8.50; No. 2, \$7.00@7.50; Not Graded, \$5.00@8.00; Mixed Hay, \$5.50@8.00; Choice Prairie, \$7.50@

8.00; No. 1, \$6.50@7.25; No. 2, \$5.00@6.00; No. 3, \$5.00; No. 4, \$4.00. Rye straw sold at \$5.50@6.00, and Oat straw at \$4.25@4.50.

Court Decisions

Liability for Injury to Freight Shipment.

Where property delivered to a common carrier for shipment is destroyed while in transit, the measure of the shipper's damages is the market value of the property at its place of destination, at the time it should have been delivered there.—*Atchison T. & S. F. Ry. Co. vs. Lawler* (Supreme Court of Nebraska), 58 N. W. Rep.

Liability of Carrier for Conversion by Connecting Line.

A railroad company that contracts for the shipment of goods to a point beyond its own line, with one who knows that the goods must be delivered to a connecting line, with the agreement that after the goods leave its road, it is to be held as forwarder only, is not liable for a conversion by the connecting line.—*McEacheran v. Mich. Cent. R. Co.* (Sup. Ct. Mich.), 59 N. W. Reporter, 612.

Rights of Sendee for Failure to Deliver Message.

A person to whom a telegraphic message is directed cannot recover against the company for failure to deliver same, when he is no party to the contract under which it is sent, and when the company is not informed, either by the terms of the message or otherwise, that the contract is for his benefit.—*Western Union Tele. Co. vs. Wood* (Circuit Court of Appeals, Fifth Circuit), 57 Fed. Rep., 471.

Bailee's Liability for Loss by Fire.

The Appellate Court at Indianapolis, Ind., Jan. 6, reversed the decision of the lower court in the case of *Francis M. Drndge vs. William J. Leiter*, and held that when an elevator or mill in which wheat has been received for storage burns down with enough wheat of the required kind and quality to have restored to the owners all that has been stored, the owner of the mill or warehouse is not liable for the value of the wheat burned. But that, if there is less than this amount on hand, he is liable to each person storing wheat, for a proportionate part of the deficiency.

Liability of Guarantor.

A rule never to be lost sight of in determining the liability of a surety or guarantor, is that he is a favorite of the law, and has the right to stand upon the strict terms of his obligation, when such terms are ascertained. This rule is universally recognized by the courts and is applicable to every variety of circumstances. The guarantor is only liable because he has agreed to become so. He is bound by his agreement and nothing else. It has been repeatedly decided that he is under no moral obligation to pay the debt of his principal. Being, then, bound by his agreement alone, and deriving no benefit from the transaction, it is eminently just and proper that he should be a favorite of the law, and have a right to stand upon the strict terms of his obligation. To charge him beyond its terms would be, not to enforce the contract made by him, but to make another for him. Nothing can be more clear, both upon principle and authority, than the doctrine that the liability of a surety is not to be extended by implication beyond the terms of his contract. To the extent and in the manner and under the circumstances pointed out in the obligation he is bound, and no further. It is not sufficient that he may sustain no injury by a change in the contract, or that it may be, even, for his benefit. He has a right to stand upon the very terms of his contract, and if he does not assent to any variation of it, and a variation is made, it is fatal to the contract.

Transfer of Warehouse Receipts in Washington.

The owners of a quantity of wheat in the state of Washington stored the same and thereafter assigned as collateral security the warehouse receipt which they received therefor. Failing to get back the receipt, which had in the meantime been transferred from one party to another, the original owners, after paying their note, brought an action to recover the receipt, or its value, from the then holder. This brought up for construction two sections of volume 1 of the Washington state code. One of them, section 2408, in addition to providing for a transfer of warehouse receipts by indorsement, declares that it should be with like effect and in like manner as in the case of a bill of exchange; while the other, section 2407, provides that such a receipt shall be negotiable by indorsement, which shall be deemed a valid transfer of the commodity represented by the receipt, but makes no declaration as to the effect of it otherwise. Notwithstanding

the order of their numbering, section 2407 was passed after the enactment of section 2408. From this fact, and its inherent character, the Supreme Court of Washington thinks that section 2407 must have been intended as a limitation of the law as expressed in section 2408, or as a repeal thereof. In its opinion, the court says, *Yarwood vs. Happy*, 51 Pac. Rep. 461, section 2407 provides that a transfer of a warehouse receipt by indorsement shall be effective only to pass or transfer the interest of the holder in and to the property represented by the receipt, and that, consequently, the company to which the receipt in question was first assigned as collateral, having only a lien thereon, could not make a valid transfer of the property to another party, as was attempted. The use of the word "negotiable" in the statute, the court declares, does not necessarily imply or give power to make such a transfer. For these reasons, the Supreme Court affirms a judgment, in this case, in favor of the original owners of the wheat.

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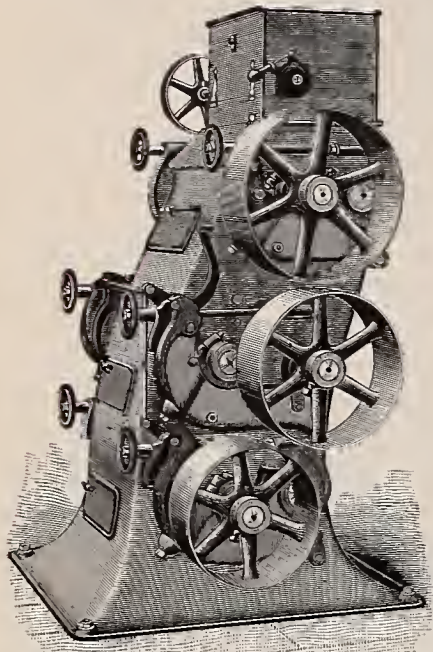
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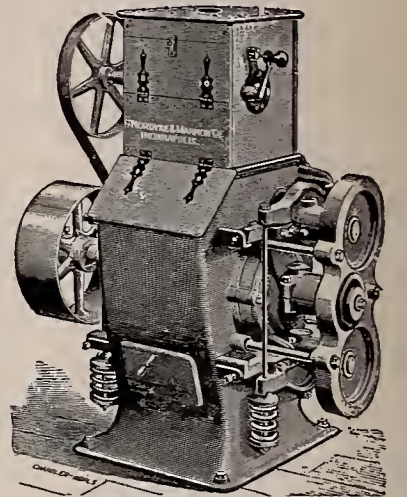


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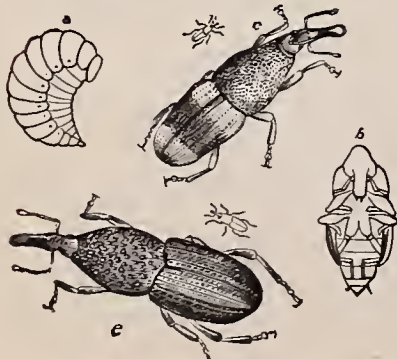
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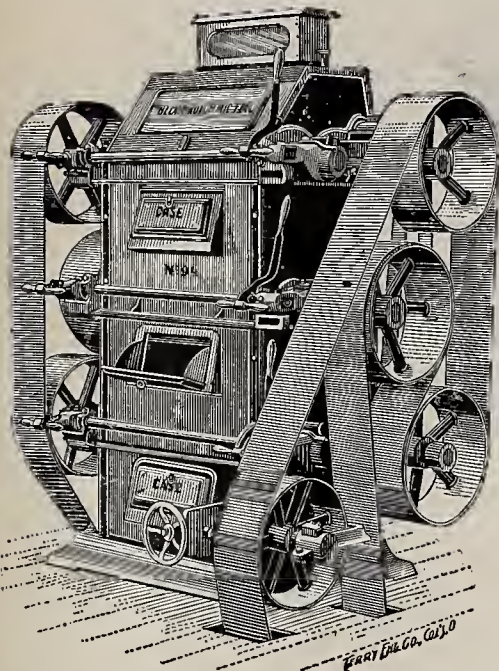
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It seeks to relieve its members from competition with irregular shippers and to discourage the sending of market quotations to any but regular grain dealers. It also strives to encourage the shipping of grain only to receivers who do not solicit or encourage shipments by others than regular grain dealers.

It seeks to guard and champion the interests of regular grain dealers in all matters of national scope, and especially in legislation by Congress or legislation which will affect the interests of the regular dealers of more than one state.

It is in favor of clean bills of lading and seeks to secure correct weights and to reduce shortages.

It is striving to relieve the regular dealer from the exactions and impositions heaped upon him by the rail carriers, insurance men and others.

It seeks to secure the adoption of clear and equitable rules governing the grading of grain in all markets and the equitable enforcement thereof.

No regular grain dealer, who has the interests of his business at heart or wishes relief from the many abuses which encumber it, can hesitate to join the Grain Dealers' National Association and help along the work.

The membership consists of two classes of members; detached and associated. The detached members are members of this Association regardless of their membership in any other organization. The associated members have membership in this association by reason of their membership in a state, district or local association which has been admitted to membership in this association. The constitution provides that,

"Any person, firm or corporation operating a grain elevator, and engaging in the buying and selling of grain continuously, may become a detached member of this association; also, Any person, firm or corporation who has engaged in the buying and selling of grain continuously at one station for a period of two years, yet has no elevator, may, upon the recommendation of two persons, firms or corporations, who are members of this Association in good standing, and are operating grain elevators in the same or nearby stations, be admitted to detached membership.

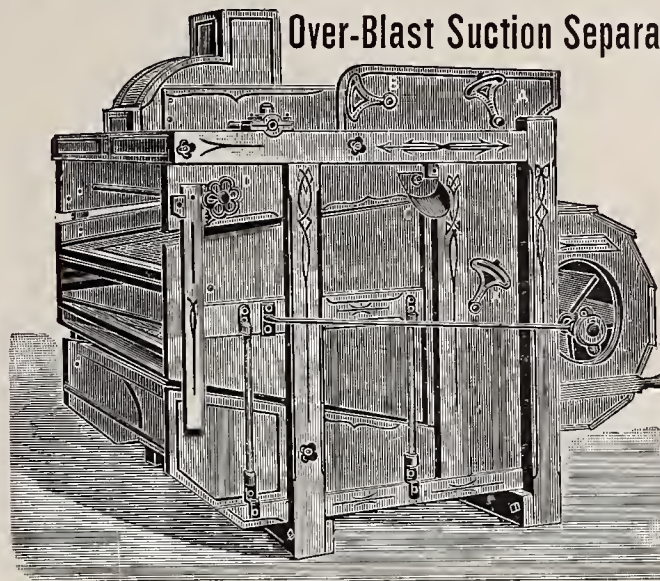
"Regular grain receivers and track buyers who do not sell grain for or buy grain from grain scalpers, irregular grain dealers, or transient grain buyers, 'scoop shovel men,' may be admitted to detached membership on the payment of the regular fees, and shall be rated the same as the owner of one elevator."

The officers are W. T. McCray, Kentland, Ind., president; E. A. Grubbs, Greenville, Ohio, first vice-president; J. M. Sewell, Hastings, Neb., second vice-president, and Charles S. Clark, Chicago, secretary. The directors are A. E. Clutter, Lima, O., H. N. Knight, Monticello, Ill., T. P. Baxter, Taylorville, Ill., M. McFarlin, Des Moines, Iowa, and H. B. Heatt, Willis, Kans.

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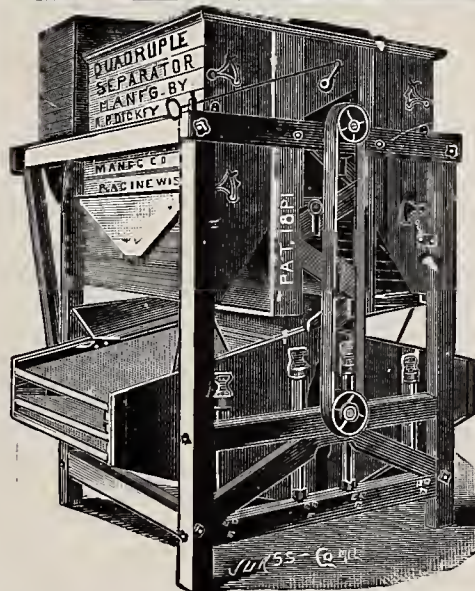


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This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

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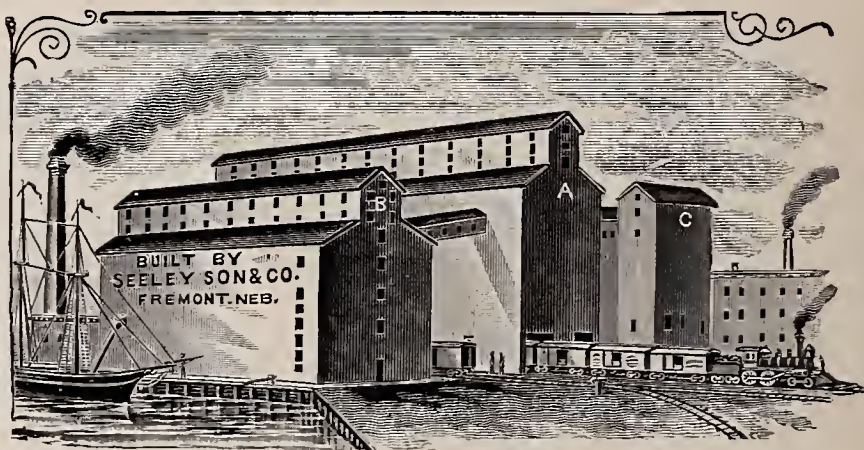
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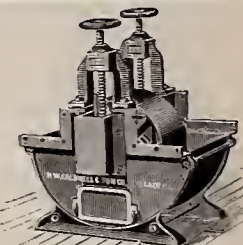
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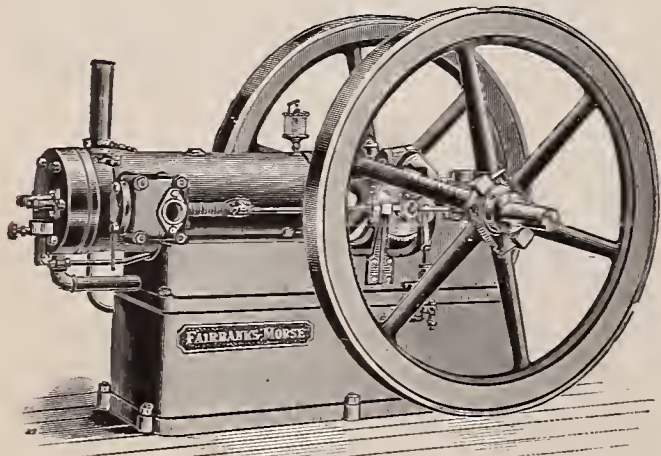
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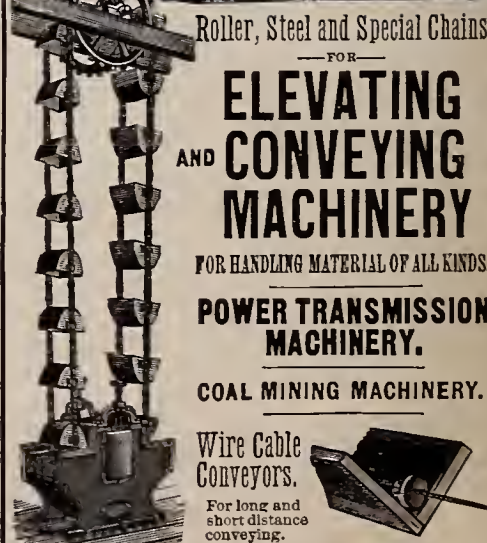
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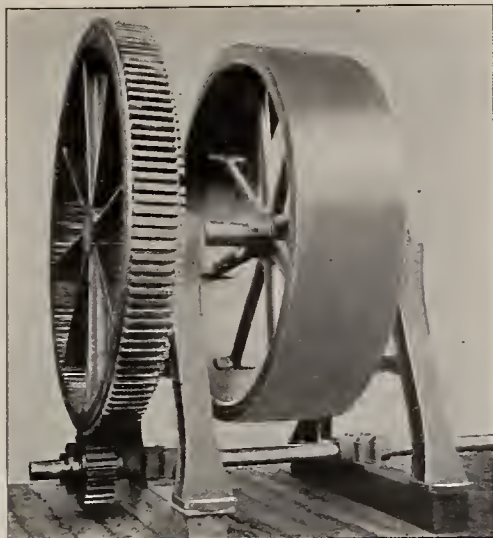
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Very truly,

E. M. ASHLEY, Superintendent.

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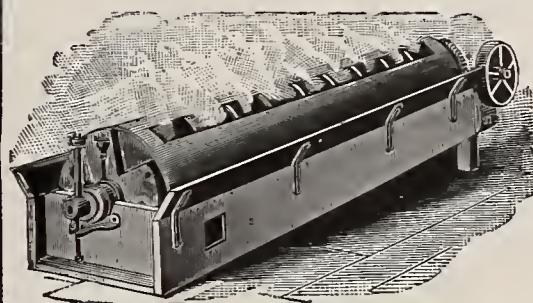
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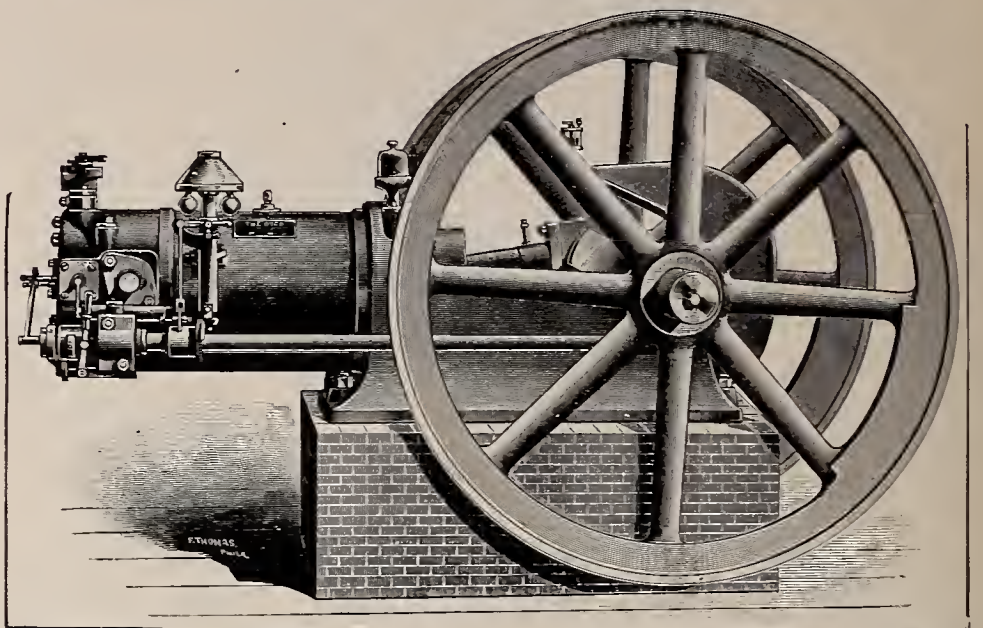
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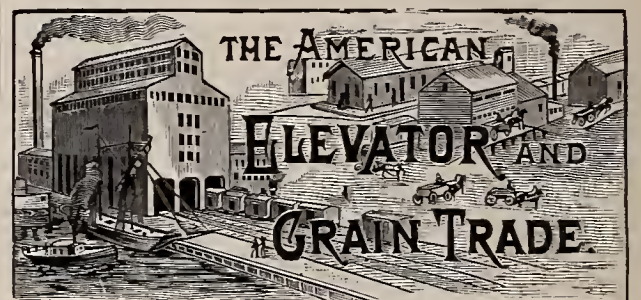
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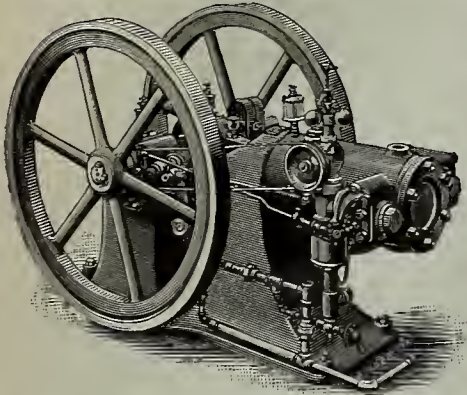
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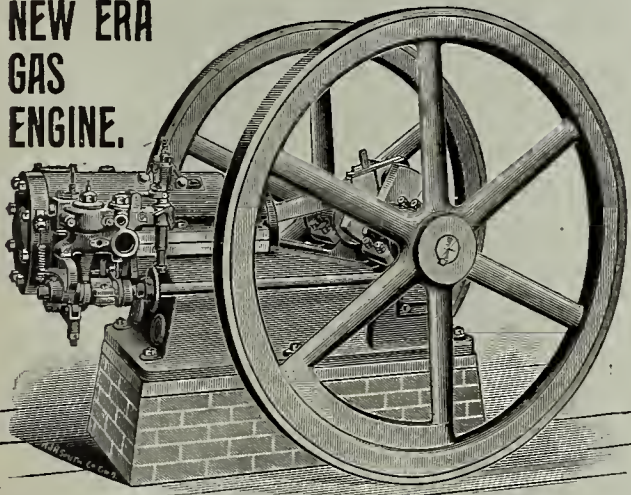
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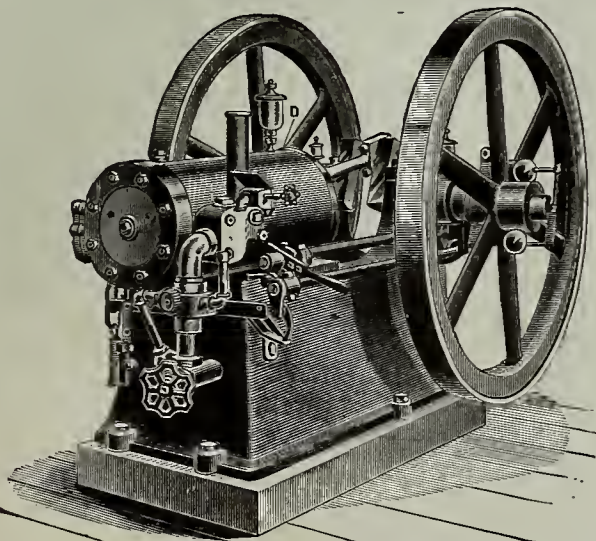
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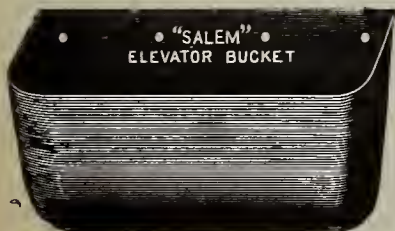
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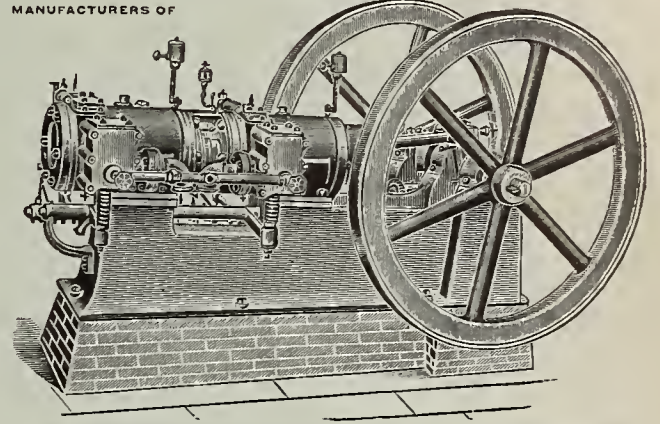
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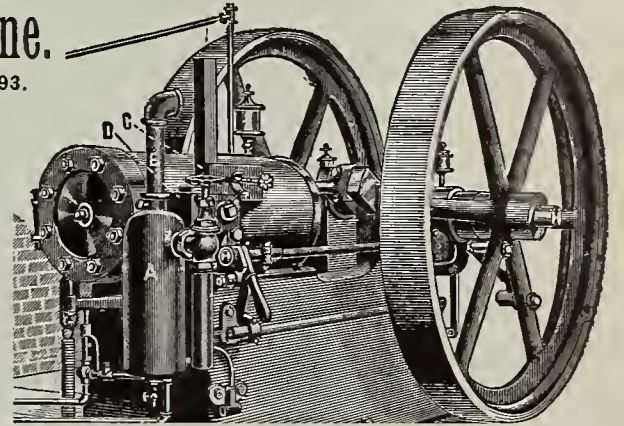
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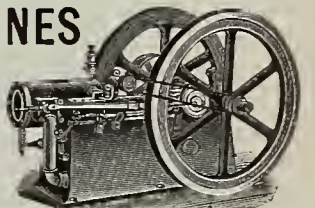
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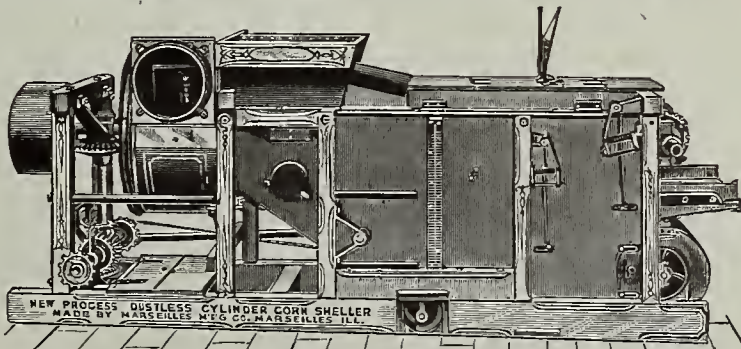
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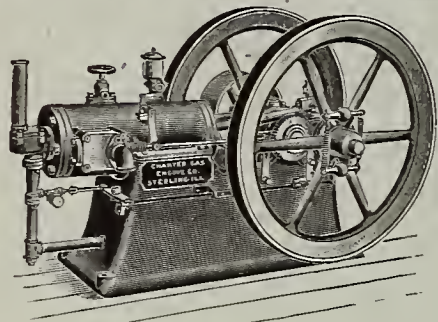
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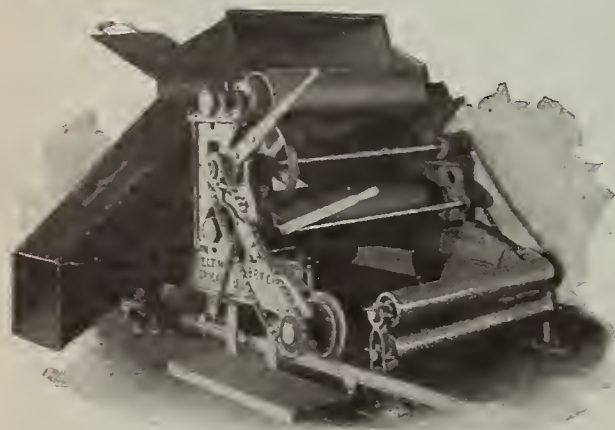
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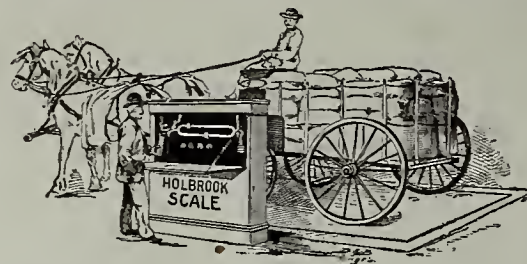
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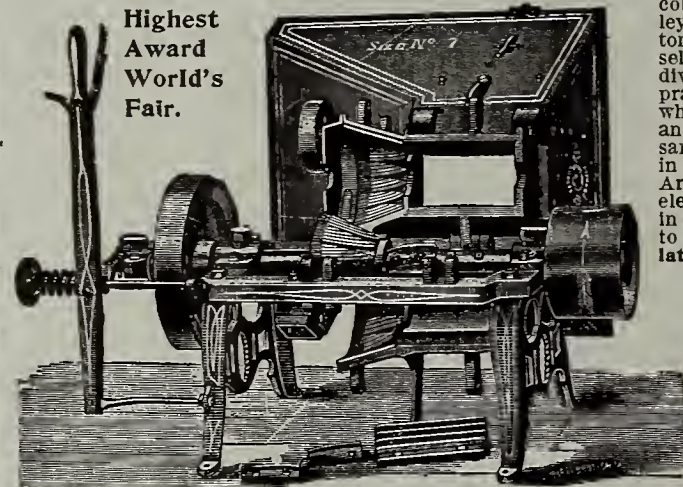
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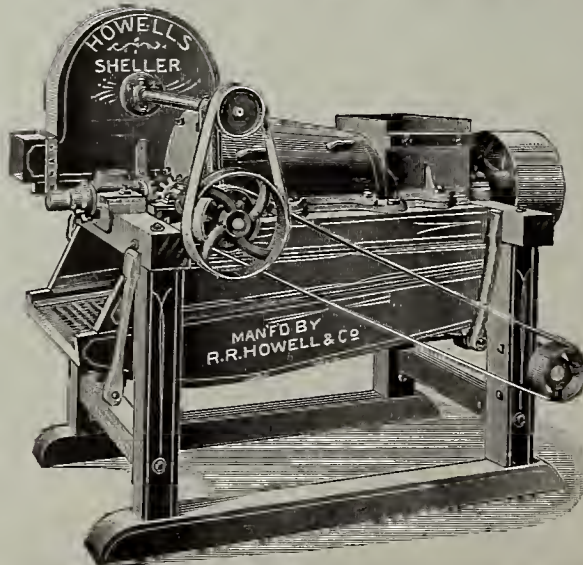


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